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CARSTENS PUBLICATIONS

(ISSN 0163-7266)

RAILFAN

RAILFAN & RAILROAD

48760

THE LOUISIANA WORLD'S FAIR DAYLIGHT

09 71896 48760

Also:

- Alco C415s
- RF&P 2-8-4s
- Octoraro R.R.

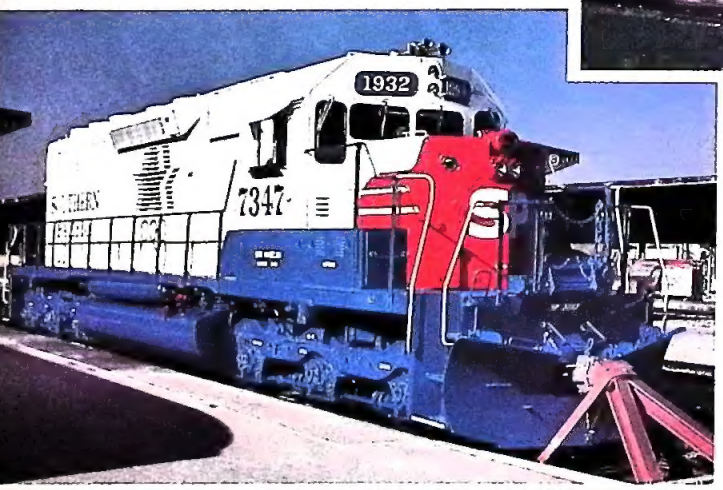
KODACHROME MICHAEL HOFF

ALCOS IN NEW COLORS are always good news. Former-AT&SF RSD15 "Alligator" 2402 has become the first Lake Superior & Ishpeming unit to wear the "new" paint scheme on a red rather than green body. It was at Marquette, Michigan, on June 1, 1984. On May 26, a former-PRR/CR C425 (right) was at Hornell, N.Y., as 6101 in Morrison-Knudsen colors.

Railnews

KODACHROME JOHN MEEH

THE OFFICIAL SD40E of the 1984 Olympics, SP 7347, was at L.A. on May 13, 1984.



KODACHROME ARVED G. GRASS

KODACHROME REID McNAUGHT

MISSOURI PACIFIC SD40-2 3291 received UP colors on May 10, 1984, at Kansas City, the first "genuine" MoPac unit so adorned. It's shown here in Houston, Tex., on May 22. See page 26.

CHARLESTON & WESTERN CAROLINA colors have been applied to Glenn Monhart's ex-D&RGW/Crystal Sugar/CM&N F7 564, shown here with ACL purple E3 501 at Janesville, Wis., on June 3, 1984, prior to a Golden Arrow excursion on the Central Wisconsin to Waukesha. See page 26.

ATLANTIC COAST LINE SW7 648 has been returned to purple by Florida Gulf Coast Museum. See page 26.

KODACHROME GLENN MONHART

KODACHROME M.J. MERSKAITIS

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From the Publisher's desk: Club newsletters

Many railfan club newsletters cross our desk each month, some are elaborate, and others are simple. They're generally a labor of love by their editors. We try and read them all regularly, but a few do get read immediately. (Some newsletters not mailed in an envelope get sliced in half by our electric mail opening machine!)

A good newsletter should be legible. Some hectograph-process newsletters print very lightly and are hard to read. Some low-priced dot matrix computer printers have an almost illegible dot printing pattern, although better ones are of letter quality. Mimeographed newsletters are sometimes poorly cut and are illegible. Offset newsletters on occasion are reduced so small as to be hard to read. Colored paper stock can make a newsletter harder to read. Happily, the overall standard has improved greatly in recent years.

What is in a newsletter will depend on the editor. The editor's first obligation is to keep his members informed about club happenings. Meeting news does not always make for interesting reading, but members have a right to know what is happening in their club, when and where meetings are to be held, and they have a right to a yearly accounting of club funds. Many clubs have been split apart because there has been no satisfactory reporting to members of club finances.

A local club newsletter is also in a position to report on timely local railroad happenings garnered from first hand sources, other publications or local newspapers. Care is needed since newspaper accounts may not be accurate or may have a biased slant due to the source of the news. The sharp editor will also shy away from rumors. Hot tips should be checked or forgotten. Premature reportage of an event may also cause problems.

Most low volume printing methods used for newsletters can provide a means of reproducing photos: some satisfactory and some poor. They can be helpful, but they're not essential if the budget is tight. Don't reprint copyrighted material without written permission.

I personally like a newsletter than can easily be filed in three-ring binders, filing folders or filable envelopes. Some newsletters using legal size paper are a nuisance to file, but one of my favorites is that size. Some day I want to meet Texan Burt C. Blanton, the benevolent despot who edits *The Clearance Card* of the Southwest Railroad Historical Society. Burt's blunt style is faintly reminiscent of the old *Narrow Gauge Newsletter* published back in the days when it reported on the D&RGW's methodical abandoning of narrow gauge segments and the arrival of diesel No. 50 at Alamosa. Burt has taken on congressmen, Amtrak, anything east or north of Texarkana, Jimmy Carter, all Republicans and the Texas Highway Commission. So far Burt has handled the arrival of the Pennsy GG1 in Dallas in stride, perhaps a better companion for their T&P 2-10-4 than the NYC Mohawk bartered off for the electric. It'll eliminate comments by itinerant Easterners as to which was the handsomer, better performing engine—and give Burt something more to chew on!

RAILFAN & RAILROAD

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Cover

The *Louisiana World's Fair Daylight* has to be the most colorful train to grace American rails in well over a decade. In the top photo, she splits a pair of searchlight signals at 65 m.p.h. just north of Brentwood, Cal., on May 11. The auxiliary tender developed a hotbox near San Jose and was set out—leaving a flawless consist of the GS4 and 13-car train. The illuminated neon tail sign is evident at lower right as the train backs up for its photo run near Chiloquin, Oregon. Exhibiting a real sense of style, the SP assigned its two experimental *Daylight*-colored SDs as helpers over Tehachapi Loop on May 12. Three photos: Jim Boyd

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Fanmail

Concerning video

I am writing regarding your May 1984 issue. Being one of the owners of a professional independent video production company, I found Mr. Boyd's CAMERA BAG column "Concerning Video" extremely interesting.

I especially enjoyed his remarks regarding diarrhea of the trigger finger and his reference to a hand-held nauseatingly jiggly approach, followed by a stomach-wrenching zoom out as the train thunders past. Mr. Boyd has mentioned two of the most common errors in motion photography: the reluctance to use a tripod and becoming a slave to the zoom lens.

Whether shooting film or video, the same principles apply. Your readers should always use a tripod whenever possible and try to be a little more creative with their composition. In many cases a stationary shot composed like a still photograph works just as well as Mr. Boyd's "stomach wrenching zoom."

With video becoming more and more popular, and with more video-related products becoming available, I hope your magazine will continue to publish articles on this topic.

JOHN C. HELM
Berkshire Videography Inc.
Brunswick, Ohio

In your CAMERA BAG column in the May issue, you disucuss home video vs. Super 8mm motion pictures. I should like to add a couple of more comments on the subject.

About two years ago, I bought a completely new Super 8 outfit with sound. I selected the Super 8 format over video for the exact same reasons that you recommended in your column. There are also two additional reasons.

First, a video camera, recorder and an adequate battery power supply is a lot to lug around. The included battery pack seems to have a very limited operation time. I have run out of power for my Super 8 (on a CALS weekend in Cass, just as we started up the hill), but I made a battery pack for six D cells on my belt which can feed the camera. It will last for years and is much smaller and lighter than the batteries required for video.

My other comment pertains to editing. I agree that it is easy to edit movie film, at least on the surface. However, because of the spread between the audio signal and the associated frame, you always lose something. In some instances, I find it disconcerting. I am experimenting with some techniques for avoiding the sound disruption problem.

I bought a projector which has a feature that I find to be useful. This is the ability to make use of the second or "balance" track which is on the film. All Super 8 sound film has a track alongside the sprocket holes. This is intended to balance the film thickness on reels. It is usable. With my projector, I can record on this track and even transfer the sound from the original track to the balance track. I can blend the original sound with added sound on to the second track. This way, I can protect the original recording, which is irreplaceable. I can take the original sound, add voice-over and put the two signals together on the second track.

When I project, I can play either track separately or play the two together. Always the original track is protected. My equipment is made by Sankyo (not Sanyo).

BRUCE MEULENDYKE
Old Saybrook, Conn.

I can hardly believe a journalist of your experience and knowledge writing an article without doing any first hand research into the subject. It's obvious after reading your May CAMERA BAG you know absolutely nothing about video. You have led your readers to believe the only way to get good video is to be rich or own a television station. Not true. You state that a "decent" video system with portable recorder and camera starts at $1500 (not including the price of a TV or playback unit, which, by the way, no one in these parts knows about. All of our recorders record *and* play back). I have the top-of-the-line Panasonic recorder and camera and spent $1600. Hardly what I consider megabucks.

When I want to edit my tapes, rather than rent the local TV station, I connect my recorder with a friends and edit away. I haven't been charged $75 an hour yet. I will put my diarrhea trigger finger video against your eight-second engine shots any day for quality and price, and no doubt video will win.

JERRY FEICHT
Trenton, Ohio

In response to CAMERA BAG in the May issue:

Gosh, what a diatribe. One can easily picture the author in Samurai stance, repeatedly stabbing his TV set and screaming bitter Oriental invective.

Really now, video is hardly as awful as that. Certainly, no one with working eyesight will be willing to debate that video quality is equal to film. And it is wise to emphasize that point to the uninitiated, if only to prevent unrealistic expectations. But video has many real advantages that were given short shrift in the article. Overall, long-run price *is* the biggest, but convenience and utility come in a close second and third. I have a lot of slides I don't see very often because it's a major job to get everything together and set it up. But the TV (and VCR) are right there within reach. And let's face it: those of us who make up the great majority of "railfandom" are not crucially interested in the archival quality that requires the use (and ex-

Railfanning is:

Photographing the 4449 and consist en route to New Orleans at "full Daylight" exposure settings.

pense) of film. Our dividends come with the ease of picking out a cassette, slipping it in the machine and seeing it all over again. And as for price: judicious "shopping around" can get you an excellent camera and recorder combination for $1500 or under. With quality tape available for under $10 (again shopping around for sale prices), you have a cost-effective investment you'll appreciate for quite a long time. But there is a lot more to consider.

Since very few of us will purchase either video *or* movie equipment exclusively to take "train pictures," factors like long-term expense and convenience take on much greater meaning. Personally, the video equipment was a family-oriented purchase, one that will provide a return far exceeding the initial cost. And this same equipment has already proven to be a useful and rewarding hobby tool, too.

It seems to me that railroading as a hobby is highly personal, and the individual values we attach to it are even more so. When I'm trackside with any kind of camera, my primary intention is to capture an experience that will soon be a memory. And though I may wish to share that memory at some future date, I am making the effort primarily for myself. If the "production" isn't as tight as it could or should be, I'm not sure I'll care. And if it does bother me, I know I'll do a better job next time. Certainly my friends and fellow railfans won't ostracize me for the "crime" of being an amateur.

All too often, we let a small group of unrelenting purists intimidate the majority. While I don't wish to offend Mr. Boyd, I must confess to finding the general tone of his argument a trifle snobbish. That's too bad. But if, by his influence, someone is discouraged from taking advantage of relatively affordable video technology just because the hobby's so-called experts disdain its artistic purity, that's tragic.

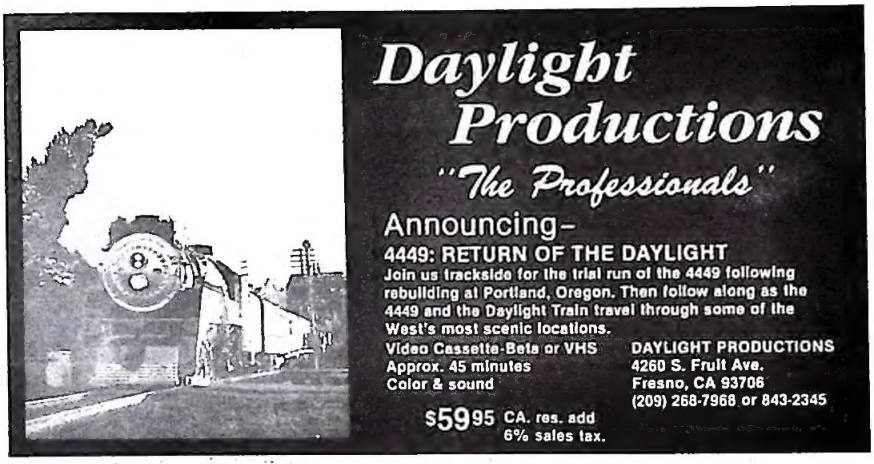
The point is this: I'm not wealthy enough to pursue this great hobby with the same fervor and intensity the article suggests. I enjoy my video equipment because it does indeed quite adequately "capture the image and sounds" of my family *and* my hobby, at a price I can afford. Sure there are trade-offs, but since I'm practical, they're more than acceptable.

RICHARD T. WALLIS
Wheaton, Ill.

We certainly got a lot of response to this one, and Mr. Wallis sums up the case for video in an excellent manner by taking a realistic approach to both the equipment and overall needs and expectations. All we were trying to do by "swinging our Samurai sword" was to get railfans to think about the film/video question and not dismiss film just to join the video rage and then regret it later when all they have is mediocre video images when what they wanted was 16mm color clarity—which as Mr. Wallis points out, is not for everyone. In general, the "pros" agreed with the column wholeheartedly and felt it should be required reading for anyone considering video. I'm not at all "against" video, but I've seen some folks who got into it for the wrong reasons and were stung—J.B.

35mm "movies"

Your CAMERA BAG treatise on video in the May issue hit the nail on the head. Some of the same comments go for the 35mm "movie camera," which is the slide camera with an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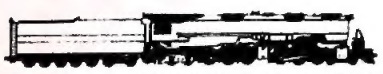

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auto winder, of course. Only Kodak comes out in the good when a railfan has to take eleven shots of a runby in hopes of getting one "perfect" photo (maybe). Have we lost our ability to compose? Have we lost the sense of fulfillment that comes from picking the spot, planning the shot, framing it up and squeezing it off? And besides that, how many times have you heard "All quiet for sound on the photo line" and then off go those machine gun *zszszs-clicks, zszszs-clicks, zszszs-clicks,* of auto winders? They really don't add a whole lot when easily picked up on sensitive microphones.

JOHN R. SCHAFER II
Memphis, Tenn.

Apostrophe style

Too few apostrophes: it's oft' times better'n too many. Your style notes'll aid us'ens to know do's and don'ts so you'll be edit'n less 'n less. You're to be praised 'cause now we'll know what's what and who's OK'd which style. I s'pose you'd agree.

LAWRENCE GIBBS
Stillwater, Okla.

Van Sweringen Berks

Many thanks to Gene Huddleston for his excellent article "The Van Sweringen Berkshires" in the May issue. Being a "Berkshire baby"—having watched Berks thunder through Vermilion, Ohio with my Dad at the age of 4 in 1956—there're my favorites.

The article's been a long time coming from a rail magazine. Thanks, RAILFAN & RAILROAD, for being the one to do it.

JOHN SCHON
Akron, Ohio

I was most pleased with Part 1 of Eugene Huddleston's series on the Van Sweringen Berkshires in the May R&R. Permit a couple of comments on the caption of the NKP Berkshires on page 39. First, the "wartime" pilot was applied to a number of NKP 700s whose pilots had become damaged. Other engines which received similar pilots include 715, 722, 736, 742, 744 and 745. It was easier to fabricate than the standard slat-pilot, but the engines which received them wore them until retirement. Some engines involved in postwar mishaps received rebuilt slat-style pilots essentially similar to the originals (720 and 767 are examples).

Also, the order for the 1934 Berkshires (700-714) went to Alco, but it wasn't as ironic as it might seem. The 700s were bought with a $4.8 million equipment trust, whose certificates were sold to the Reconstruction Finance Corporation, a government agency. Government financing requires competitive bidding, and Alco was the low bidder on the Berkshires (Lima did win bidding on five switchers and some Berkshire-sized tenders bought to extend the range of older H-6 Mikes, and the trust proceeds were also used to purchase eight passenger cars and freight equipment).

PETER K. SHEPHERD
Fairport, N.Y.

Canadian GMD1s

I really enjoyed the article in the May issue on the Canadian GMD1s, but two burning questions remain which were surprisingly not addressed. Both concern the trucks applied to these distinctive pieces of power.

First, on the six-wheel trucked units, it is very obvious that the middle journal box sits lower than the two end journals. Is the idler wheelset of this A1A truck of smaller diameter than the geared wheels, and if so, why? That seems to be the only explanation unless the center wheel is eccentrically mounted to help even out the low spots in branchline track.

My second query concerns both the four and six wheel trucks under the GMD1s. At each end of the trucks is a large container, with a circular fill atop it, the likes of which I have seen on no other diesels. Is this for extra fuel, lemonade, the engineer's lunch, or what? Very strange.

MANNY REIDER
Philadelphia, Penn.

⇐ *Never having noticed the difference in wheel diameter, I was about to write Mr. Reider off as a complete looney, but, you know, he's right! Subsequent research in Don Lewis'* Rail Canada Volume 1 *shows that the A1A GMD1s have 40" driving wheels and 33" idlers—since the smaller wheel would have no particular advantage or disadvantage in tracking, one can only assume it was done for clearance around the bolster, motors or equalizer rigging. Those containers are sand boxes for traction sand—an application often seen in export units. For more about the GMD1s and the conversion of some of the fleet to four-wheel trucks, see* MARKERS—J.B.

The CA&C

Perhaps it may be well to mention that on December 31, 1981, after 39 consecutive years with the Pennsylvania Railroad, Penn Central and Conrail, respectively, I retired as chief draftsman, valuation mapping, in the Administrative and Engineering Departments. But my interest has not waned. On

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the contrary, I've become quite active as a railroad consultant in valuation mapping and historical documents, and it is in this connection I wish to bring to your attention a letter published in the May 1984 issue concerning an error realtive to a previous article on the Akron & Barberton Belt Railroad.

In Mr. Olah's letter, reference is made to a former Pennsylvania Railroad subsidiary as the Cleveland, Akron & Columbus Railroad. While the initials are correct, that was not the corporate title. The correct name was the Cleveland, Akron & Cincinnati Railroad, commencing at Hudson, Ohio, where it connects with the Pennsylvania's main line to Cleveland, and terminating at Columbus, just east of the Columbus Union Depot.

The CA&C, along with 18 other roads were originally operated by the Pennsylvania Company, predecessor of the Pennsylvania Railroad. In 1924, the Cleveland, Akron & Cincinnati along with four other PRR subsidiaries, were merged to form the Pennsylvania, Ohio & Detroit Railroad Company, and in 1956, The Connecting Railway. Under present operating conditions, the former CA&C adjacent to the Akron & Barberton Belt Line is the Akron Branch, Youngstown Division, Central Region.

As to the NYPANO, Mr. Olah is correct. As a matter of fact, the Nypano Railroad Company is a subsidiary of the former Erie, and, like Mr. Olah stated, it operates in three states: New York, Pennsylvania and Ohio.

WILLIAM F. S. BEESE
Brigantine, N.J.

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RAILFAN EVENTS

NORFOLK SOUTHERN, 1984 Excursion Season. The following listings indicate: **Date,** locomotive, route and (sponsoring organization). See listings at end for addresses of sponsoring organizations and contact them for tickets, fares and specific information. Locomotive 611 is N&W streamlined Class J 4-8-4, 4501 is SR 2-8-2, and FP7s are SR green and gold diesel passenger units.

August 4, FP7s Richmond to Keysville, Va., and return (ODC); **August 4-5,** 611 Sandusky to Columbus, Oh., and return each day for Ohio State Fair (MRC); **August 11-12,** 611 Erie, Pa., to Buffalo, N.Y., and return each day (LSR); **August 18-19,** 611 Columbus to Sandusky, Ohio, and return each day with Bellevue-Sandusky portion of each trip behind diesels while 611 is turned at Sandusky (ORM); **August 30,** 611 Cincinnati to Danville, Ky., and return (NRHS Convention); **September 3,** 4501 Cincinnati to Winchester, Ky., and return (NRHS Convention). **September 15-16,** 4501 Huntingburg to Evansville, Ind., and return each day (MCH); **September 22-23,** 4501 doubleheaded with KRM L&N 4-6-2 152 Louisville, Ky., to Huntingburg, Ind., and return each day (KRM); **September 29-30,** 611 Lexington, Ky., to Chattanooga, Tn., and return, two-day trip with overnight in Chattanooga (BGM).

The sponsoring organizations are: (ODC) Old Dominion Chapter NRHS, P.O. Box 8583, Richmond, VA 23226; (WACN) Washington Area Chapters NRHS and Chesapeake Division R.R. Enthusiasts, P.O. Box 456, Laurel, MD 20810; (RCN) Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032; (BWC) Bluewater Michigan Chapter NRHS, P.O. Box 296, Royal Oak, MI 48068; (MRC) Mad River & NKP R.R. Society, P.O. Box 42, Bellevue, OH 44811; (LSR) Lake Shore Ry. Historical Society, P.O. Box 571, North East, PA 16428; (ORM) Ohio Railway Museum, P.O. Box 16243, Columbus, OH 43216; (MCH) Mayor's Committee of Huntingburg, Mayor Dale Helmerich, Huntingburg, IN 47542; (KRM) Kentucky Railway Museum, P.O. Box 295, Louisville, KY 40201; (NRHS National Convention), 1984 NRHS Convention, P.O. Box 36365, Cincinnati, OH 45236.

CHICAGO & NORTH WESTERN The proposed 1984 schedule for 4-6-0 1385 is as follows (check locally for tip details and exact schedules):

August 1, Beverly to Marshalltown; Iowa; August 2, Marshalltown to Des Moines via Nevada; August 3-5, trips out of Ankeny; August 7, Des Moines to St. Joseph; August 8, St. Joseph to Kansas City; August 10-11, Kansas City trips for NMRA convention; August 12, Kansas City to Trenton; August 13, Trenton to Des Moines or Marshalltown. September 8, Boone Pufferbilly Days; September 10, Boone to Council Bluffs; September 22-23, Council Bluffs River City Roundup trips one or both days; September 24, Council Bluffs to Boone; September 25, Boone to Beverly; September 26, Beverly to Clinton, September 27, Clinton to Proviso; September 28, Proviso to Janesville; September 29, Janesville display; September 30, Janesville to North Freedom.

BALTIMORE, MARYLAND, July 28-29, August 18-19, September 15-16. Clinchfield 4-6-0 No. 1 will be operating at the B&O Railroad Museum, running short excursions with open-window coach twelve times each day beginning at 10:30 a.m. Fare is $2. B&O Museum is located at 901 West Pratt St., about twelve blocks from Baltimore's Inner Harbor complex. Contact: B&O Railroad Museum, 901 W. Pratt St., Baltimore, MD 21223; 301/237-2381.

AKRON, OHIO, June 13 through September 2. On exhibit at Akron Art Museum will be Simpson Kalisher's "Railroad Men" collection of 44 black & white photos, originally published in 1961. It has received numerous honors and sponsored on world-wide tour by U.S. Information Agency. Contact: Akron Art Museum, 70 East Market St., Akron, OH 44308; 216/376-9185.

UNION, ILLINOIS, 1984 Season. Special events at the Illinois Railway Museum will include:

August 5-11, Steam trains operate daily.

September 1-3, "Labor Day Railfan Weekend" with large variety of equipment in operation.

Caboose trains run third Saturday of each month.

Steam trains run Saturdays through Labor Day and Sundays through October 7. Electric cars run daily Memorial to Labor Day, Saturdays through September 29 and Sundays through November 4.

Write for free brochure: Illinois Railway Museum, P.O. Box 431, Union, IL 60180; or call 815/923-2488; Chicago area 312/262-2266.

ST. JOHNSBURY, VERMONT, 1984 Season. The "St.J&LC Railroad, Inc.", a nonprofit organization, will be sponsoring

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the following diesel-powered excursions on the Lamoille Valley Railroad:

August 8 (Wednesday), round trips St. Johnsbury to Danville Fair leaving at 8:30 a.m., 11:30 a.m. and 2:30 p.m.

September 15, two round trips St.J to Danville and Greensboro Bend depart St.J at 8:30 a.m. and 1:00 p.m.

September 29-30 and October 6-7, Fall Foliage Specials St.J to Greensboro Bend and return depart St.J each day at 9:00 a.m. and 1:00 p.m.

Contact: St. Johnsbury Chamber of Commerce, St. Johnsbury, VT 05819; 802/748-3678.

FLINT, MICHIGAN, August 11-12. "Railfan's Days '84" on the narrow gauge Huckleberry Railroad at Crossroads Village with shop tours, photo runs and special railfan activities. Equipment includes 4-6-0 152 from Alaska, D&RGW K-27 2-8-2 464 and the most diversified collection of narrow gauge coaches in U.S. Trains run over section of Flint & Pere Marquette roadbed through Genesee Recreation Area. Camping is available. Contact: Railfan's Days '84, Genesee County Parks & Recreation Commission, G-5055 Branch Road, Flint, MI 48506.

CHICAGO, ILLINOIS, August 18. "Illinois State Fair Flyer" excursion with Amfleet cars plus special equipment including full-length dome and ex-Milwaukee Road Skytop observation car, sponsored by 20th Century Railroad Club, 509 W. Roosevelt Rd., Chicago, IL 60607; hot line phone weekdays 9-5 to make VISA/MasterCard reservations 312/829-4500 (number also good for 24-hour information). Other excursions include **September 8** to Pawpaw, Michigan; **September 15** to Wisconsin Dells; and **October 13** to Galena/Dubuque.

HOBOKEN, NEW JERSEY, August 19. "Farewell to the Lackawanna M.U.'s" fantrip will cover all former-DL&W electrified lines with the "Thomas Edison" m.u. cars and will return from Dover via the non-electrified Boonton line pulled by Morristown & Erie Alco diesels. Many photos stops planned. Fare $20; parlor car seats (limited to 20) $50. Contact: Tri-State Railway Historical Society, P.O. Box 2243, Clifton, NJ 07015; 201/857-2987.

CINCINNATI, OHIO, August 25-September 3. NRHS National Convention to include steam trips with NKP 2-8-4 765, N&W 4-8-4 611 and SR 2-8-2 4501 plus rail facility tours, Whitewater Valley R.R. and Dayton trolleybus system. Spectacular fireworks at Cincinnati's Riverfest celebration on Labor Day. For detailed schedule and prices contact: 1984 NRHS CONVENTION, P.O. Box 36364, Cincinnati, OH 45236.

BOSTON, MASSACHUSETTS, August 25-26. 50th Anniversary of RRE will be celebrated with events including a Saturday "Boston Trolley Tour" using vintage Type Five 5734 and Picture Window PCC 3295 on the entire Green Line including Watertown Line, out of service since 1969. On Sunday will be a celebration of the world's first railfan excursion which took place on the Hoosac Tunnel & Wilmington on August 26, 1934. RRE will run an MBTA train to East Portal of Hoosac Tunnel where the long-abandoned HT&W connected with the B&M. After a ceremony at the junction, the train will run through the tunnel and traverse very rare mileage from North Adams to Pittsfield. Contact: Massachusetts Bay RRE, P.O. Box 136, Ward Hill, MA 01830.

ROANOKE, VIRGINIA, 1984 Season. The special events at the Roanoke Transportation will be held as follows:

September 1-3. "Festival under the Big Top" railroadiana show and sale under large tents on museum grounds. Tables available. Also live steamers. 9:00 a.m. to 5:00 p.m.

October 13-14. "Fall Railroading Weekend" with NKP and Wabash movies, handcar rides, bus tour of N&W facilities and Sunday members picnic.

Contact: Roanoke Transportation Museum, 802 Wiley Drive, S.W., Roanoke, VA 24015; 703/342-5670.

GRAFTON, WEST VIRGINIA, September 14-16. "West Virginia Railroad Heritage Festival" with excursions, entertainment and railroad-oriented activities. Contact: W.Va. Railroad Heritage Festival, P.O. Box 66, Grafton, WV 26354; 304/265-1957.

LOUISVILLE, KENTUCKY, Autumn 1984. L&N 4-6-2 152 will be operating in excursion service in September and October. Send SSAE for promotional literature when it becomes available. Contact: Kentucky Railway Museum, Inc., P.O. Box 295, Louisville, KY 40201.

NORTH CONWAY, NEW HAMPSHIRE, September 15. Annual Railfan's Day at Conway Scenic Railroad. Day-long activities include doubleheader steam trains, passenger trains in multiple sections and steam and diesel powered freight trains. Photo runs on 3.25% main line grade and extra train to Intervale over seldom-used trackage. See first-generation Alco and EMD diesels in action along with Baldwin 2-6-2 and GT 0-6-0. Model railroad open house, handcar rides, flea market, night photo session and slides and movies. No admission charge; regular fares on each train ride or all-day pass for $9. Contact (SSAE, please): Conway Scenic Railroad, P.O. Box 947r, North Conway, NH 03860; 603/356-5251.

CASS, WEST VIRGINIA, September 22. Limited charter for 100 passengers of Cass Scenic Railroad with Shay-powered run to Bald Knob with photo runbys and walking tours of abandoned grades and logging camps en route. Evening trip to Durbin using ex-WM BL2 diesel; layover for banquet. Fare $31.50, box lunch and banquet extra. Contact (SSAE, please): Mountain State Railroad & Logging Historical Assn., P.O. Box 89, Cass, WV 24927.

WEST LAFAYETTE, INDIANA, September 29-30. Annual Meeting of the Monon Railroad Historical-Technical Society at Holiday Inn North, I-65 and State Rte. 43. Admission $1 for members and non-members. Program includes session on modeling the Monon, speakers, slides and business meeting plus tables for swap/sell/trade and displays. Show your Monon slides at Saturday evening session. Contact: E.J. Lewnard, 410 S. Emerson Street, Mt. Prospect, IL 60056; 312/255-9264.

CLEVELAND, OHIO, September 29. Visiting Ohio for the September 30 "Pittsburgh Limited" excursion? Spend Saturday on the regular Cuyahoga Valley Line run with ex-GTW 2-8-2 4070 from Cleveland to Akron and return. 14-car heavyweight train and USRA light Mike on scenic B&O line for a 55-mile round trip. Fares: $17.95 coach and $27.95 First Class in authentic 10-section Pullman solarium obs. Contact: Cuyohoga Valley Line, Dept. 16, P.O. Box 49, Peninsula, OH 44264, for details and reservations. CVL operates every Saturday from June 16 through October 2, except September 1.

AKRON, OHIO, September 30. "Pittsburgh Limited" excursion on B&O using Chessie gold GP40-2 "GM50." Consist will include CVL heavyweights plus reclining seat streamlined coaches. Snack and souvenir service on board. Departs Akron 8:00 a.m. and returns 8:00 p.m. with four-hour layover in Pittsburgh within walking distance of Station Square, railroad theme restaurant and shop complex. Contact: Rails Diversified, P.O. Box 1567, Stow, OH 44224; or phone 216/688-9942 9:00 a.m. to 4:00 p.m.

PHILADELPHIA, PENNSYLVANIA, September 30. Philadelphia Chapter NRHS will operate special Amtrak train Philly to Harpers Ferry, W.Va., and return using F40s and Amfleet. Trip will run Northeast Corridor to Baltimore, B&O Old Main westbound and Metropolitan Subdivision eastbound. For complete information and trip flyer send #10 SSAE to: Ticket Agent, Philadelphia Chapter NRHS, P.O. Box 7302, Philadelphia, PA 19101; phone 215/947-5769.

PHILADELPHIA, PENNSYLVANIA, October 5-7. B&O Historical Society annual convention with railfan tours, model contest, banquet, etc. Holiday Inn Center City, 18th & Market. Write for details: B&OHS, P.O. Box 13578, Baltimore, MD 21203.

EAST HAVEN, CONNECTICUT, October 6. Railfan Day at Shore Line Trolley Museum (formerly Branford Trolley Museum), to see and ride cars not normally in operation for the public and visit areas not normally open. Movies and other special events are scheduled. For full information and fares contact: Shore Line Trolley Museum, East Haven, CT 06512; 203/467-6927.

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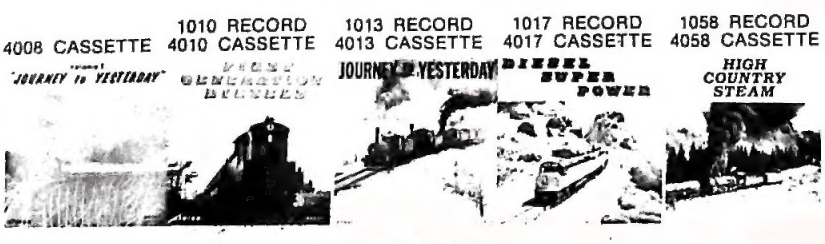

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WINCHESTER, VIRGINIA, October 6-7. Winchester Chapter NRHS excursions on Winchester & Western R.R. covering entire route in fall colors. Photo and movie opportunities. Contact (SSAE, please): Winchester Chapter NRHS, P.O. Box 282, Winchester, VA 22601; 703/662-8964.

HAMILTON, ONTARIO, October 13. An evening of railroad slides and movies presented by the HO Model Engineers Society at St. John Ambulance Building, 500 Upper Wellington St. at 7:30 p.m. Admission $4. Contact: Ron Tuff, 115 Athenia Dr., Stoney Creek, Ontario L8J 1S4, 416/573-3560.

HUNTINGTON, WEST VIRGINIA, October 13, 14, 20 and 21. "New River Train '84" will run C&O's scenic New River Gorge in peak fall foliage between Huntington and Hinton, round trip each day with photo runby at Thurmond. Chessie passenger equipment—Seaboard F7s anticipated as power. Premium service in parlor, lounge, dome and observation cars. Contact: New River Train '84, C.P. Huntington R.R.H.S., P.O. Box 1252, Ashland, KY 41105.

DENVER, COLORADO, October 20. Union Pacific 4-6-6-4 3985 excursion over Sherman Hill with diesel in Colorado portion. Fare $75. Write for excursion brochure: Passenger Agent, Intermountain Chapter NRHS, P.O. Box 5181, Terminal Annex, Denver, CO 80217.

FT. WAYNE, INDIANA, October 20-21. Fall foliage excursion each day from Ft. Wayne to Lafayette, Ind., through the Wabash Valley on N&W using NKP 2-8-4 765. Contact: Ft. Wayne Railroad Historical Society, P.O. Box 11017, Ft. Wayne, IN 46885.

INTERNATIONAL TOURS

CHALLENGER TOURS, 3672 Nottingham Way, P.O. Box 8965, Trenton, NJ 08650; 609/586-4664, has the following tours scheduled. Contact them for full details:

INDONESIA, August 5-26. Three weeks chasing steam—including Mallets—with Railway Travel & Photography.

TURKEY, August 31-Sept. 15. Guided tour of steam by Railway Travel & Photography.

RUMANIA, September. Ride behind and photograph all classes of steam on Intraflug special.

CHINA, Sept. 28-Oct. 14. Southern China with Railway Travel & Photography.

INDIA, September. Philadelphia NRHS Grand Tour by chartered steam train—three gauges and a private tram tour of Calcutta.

RAIL STUDY TOURS INTERNATIONAL, c/o W.I.T. Travel, 1401 Wilson Blvd., Arlington, VA 22209, (703/998-2362), has the following tours planned for 1984:

Railroading Down Under, September 12-October 3. Australia by train, including special steam excursions plus museum operations and Melbourne trams. Optional extension to New Zealand and round-the-world air plan.

Southern South America, September 24-October 9. Two remaining Argentine narrow gauge steam lines, steam and special train in Uruguay plus Centennial of Brazil's fabulous Dona Teresa Cristina with 2-10-4s and 2-10-2s.

China—Land of Steam, November 9-December 4. Travel by train through Chinese heartland visiting Peking, Datong, Xian, Chongqing, Guiyang, Nanning and Guilin. Visit rail facilities including Datong Steam Locomotive Factory and lineside photography.

SOUTH AFRICA, October 10-30. "Steam Safari" powered by a dozen different South African steam locomotives from GMAM Garratts and 4-8-4s to two-foot gauge. $3500 per person including air fare from New York. Contact: SARtravel, 535 Fifth Avenue, Suite 1112, New York, NY 10017; 212/370-9333.

RAILROADIANA MEETS

COLUMBUS, OHIO, August 3-19. Columbus NMRA Buckeye Division model railroad N, HO and O scale layouts plus railroad displays open at the Ohio State Fair in the Model Railroad Building, Ohio State Fairgrounds, 9am-9pm daily.

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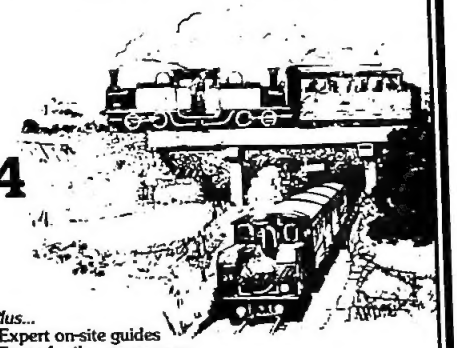

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GREENBERG'S Great Train, Dollhouse Miniature & Toy Show will be held at the following locations and dates. Dealer information: Sharon Armacost, 301/239-2456; sales tables $20. Admission $4, under 12 free with adult. General information: Greenberg Publishing Co., Sykesville, MD 21784; 301/795-7447.

Philadelphia, Pennsylvania, August 4-5. Philadelphia Civic Center, Hall B, I-76 to South Street Exit. 11am-5pm each day. (Originally advertised as July 22.)

Williamsburg, Virginia, October 27-28. William & Mary Hall; from north take I-64 to Exit 56, Rt. 132 to U.S. 60 west. 11am-5pm each day.

ATLANTA, GEORGIA, August 4. Southeastern Railroadiana Collectors 7th Annual Railroadiana/Model Train sale and trade show at Lanier Plaza Hotel and Conference Center, I-85 at Monroe Drive, 9:00 a.m. to 5:00 p.m. Admission $2, tables $15. For information send large SSAE to: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327.

ATLANTIC CITY, NEW JERSEY, August 11. Patcong Society of Model Rail Roaders "Gambler's Extra" Train Meet, Show & Sale. All Gauges. Lions Blind Center, 300 Albany Ave., 10:00 a.m. to 4:00 p.m. Admission $2, under 12 free with adult; family max. $3, tables $10. Contact: John Dunn, c/o Patcong Valley, P.O. Box 156, Linwood, NJ 08221; 609/646-4035.

ELGIN, ILLINOIS, August 11. Illinois Central R.R. Historical Society annual Railroadiana Show, Sale & Trade Meet at Elgin Ramada Inn (I-90 and Rt. 31) from 10am to 4pm. Admission free. Contact (SSAE, please): Dave Fraser, 205 Sundown Trail, Jackson, MS 39212.

WHISTLE STOP TRAIN SHOW & FLEA MARKET, sponsored by the Railway Employees Association, P.O. Box 16489, Rocky River, OH 44116 (James Madden, 216/476-0456), will be held at the following locations and dates. All include free parking and admission.

Niles, Ohio, August 17-19, 492 Eastwood Mall, Sat. 10am-9pm, and Sun. noon-5pm.

Waukeegan, Illinois, August 31-September 1-3, at Lakehurst Mall, 199 Lakehurst Road. Fri. and Sat. 10am-5pm, Sun. and Mon. 11am-5pm.

Akron, Ohio, September 7-9, Chapel Hill Mall, 2000 Brittain Road. Fri. and Sat. 10am-9pm, Sun. noon to 5pm.

Euclid, Ohio, September 14-16, 100 Euclid Square Mall, Fri. and Sat. 10am-9:30pm, Sun. noon-5pm.

Toledo, Ohio, September 21-23, Woodville Mall, 3725 Williston Rd., Fri. and SAt. 10am-9pm, Sun. noon to 5pm.

Youngstown, Ohio, September 28-30, Southern Park Mall, 7401 Market Street, Fri. and Sat. 10am-9pm, Sun. noon to 5pm.

Sharon (Hermitage), Pennsylvania, October 19-21, Shenango Valley Mall, North Hermitage Road in Hermitage, Fri. and Sat. 10am-9pm, Sun. noon to 5pm.

Cincinnati, Ohio, October 26-28, Eastgate Mall, 4601 200 Eastgate Blvd., Fri. and Sat. 9am-10pm, Sun. noon-5pm.

Mentor, Ohio, November 9-11, Great Lakes Mall, 7850 Mentor Ave., Fri. and Sat. 10am-9pm, Sun. noon to 5pm.

SAN MATEO, CALIFORNIA, September 7-9. "Pacific Railfair" model railroad show with operating layouts, hobby shop sales, swap tables and manufacturers displays at San Mateo County Fairgrounds, Delaware and 25th Ave., Fri. 6-9pm, Sat. 11am-9pm, Sun. 11am-6pm. Adults $2, family $4. Contact: Pacific Model Railroad Assn., 2425 Hampton Ave., Redwood City, CA 94061.

CHERRY HILL, NEW JERSEY, September 8-9. Third Annual Railroad & Railroadiana Show at the Cherry Hill Mall hosted by the West Jersey Chapter NRHS. 10am-9:30pm Saturday and 11am-5pm Sunday. Contact: Herman Lotstein, P.O. Box 101, Oakland, NJ 08107.

ST. LOUIS, MISSOURI, September 8. McDonnell Douglas Railroad Club Railroad Show & Swap Meet from 9:00 a.m. to 2:00 p.m. at the North County Recreation Complex, 2577 Redman Rd., in St. Louis County. Admission $1; dealer table $8 in advance, $10 to door. Contact: Richard S. Young, 105 Francisca, Florissant, MO 63031; 314/837-3407.

PARSIPPANY, NEW JERSEY, September 9. Fifth Annual Garden State Railroadiana Show at Holiday Inn, Route 46 East, from 10:00 a.m. to 3:00 p.m. Centrally located in northern N.J. 30 minutes from New York City. Wide variety of railroad collectibles. Buy, sell, swap with top dealers and collectors. SSAE for info: Trackside Sales, 35 Nordhoff Place, Englewood, NJ 07631.

PEORIA, ILLINOIS, September 9. Third Annual Peoria Spur Line Railroadiana Show at Exposition Gardens, Northmoor Road next to Richwoods High School from 10:00 a.m. to 4:00 p.m. Admission $1. Contact: Jim or Karen Bixby, 2505 Melrose Place, Peoria, IL 61604; 309/674-7866.

KITTANNING, PENNSYLVANIA, September 9. Central Armstrong Model Railroad Train Meet at Kittanning Twp. Firehall, 4 mi. east of Kittanning on Rt. 422, 10am-4pm. Adults $2.50, kids under 12 free. Contact: James W. Boyer, Sr., RD#2, Box 133, Ford City, PA 16226; 412/763-8327.

ALBANY, NEW YORK, September 16. Capitaland Train Meet at Polish Community Center, Washington Ave. Ext., 10am-4pm. Tables $11 ($13 at door). Adults $1.50, kids 75¢. Contact: Len Weller, P.O. Box 3300, Schenectady, NY 12303; 518/372-9124.

GOSHEN (TORRINGTON), CONNECTICUT, September 16. Model Railroad Show & Sale at Goshen Fair Grounds (in metal buildings) from 10:00 a.m. to 4:00 p.m. featuring large

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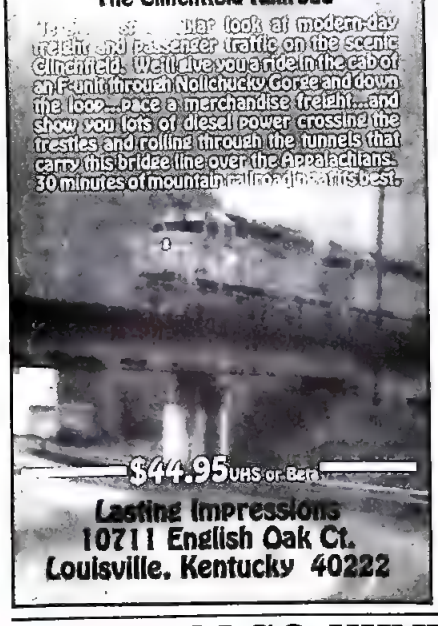
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FT. WORTH, TEXAS, September 22-23. General Dynamics Recreation Assn R.R. Club Annual Railroad Show & Fair at GDRA, 4200 Bryant Irvin Road, from noon to 6pm. Free admission. All scales, operating layouts, clinics and contests plus videotape and slide shows, hobby shops and flea market of railroadiana and models. Contact: Bob Bray, 1820 Spruce Lane, Ft. Worth, TX 76126; 817/249-4965.

GREENVILLE, OHIO, September 30. All Train Flea Market at Darke County Fairground, 11am-4pm. All scales, railroadiana, steam railroad movies. Adults $1, kids under 12 free. Contact: Larry Zeller, 4646 W US Rte. 36, Piqua, OH 45356; 513/773-7186.

ALLENTOWN, PENNSYLVANIA, September 30. Lehigh Valley Chapter NRHS "Railroadiana and Model Railroad Show & Sale" at Dieruff High School, Washington and Irving Sts. (two miles south of US Rte. 22 at Airport Road Exit) 10am-4pm. Adults $2, family $3. Contact: Paul A. Kuehner, P.O. Box 300, Laurys Station, PA 18059; 215/799-2530.

LOCK HAVEN, PENNSYLVANIA, October 7. Fifth Annual Clinton County Railroad Meet at the Dunnstown Fire Company, 119 Woodward Ave. (Pa. Rte. 150) 9am-3pm. Adults $2, family $3. Contact: Clinton Central Model Railroad Club, P.O. Box 177, Mill Hall, PA 17751; 717/753-5815.

SCOTTSDALE, ARIZONA, October 13-14. "Railfair" to be held at McCormick Railroad Park, 7337 East Indian Bend Road. Free admission. Contact: Steve Lehman, 7337 E. Indian Bend Rd., Scottsdale, AZ 85253; 602/994-2312.

GREAT AMERICAN TRAIN SHOW, a model railroad show with layouts on display and trains for sale, trains to operate and "how to" model building clinics sponsored by NIART, Inc., 239 James St., Bensenville, IL 60106 (phone Bob Brush of Jeff Saxton at 312/766-4417), will be held at the following locations and dates. Fare for each is $4 for adults, kids free (discount tickets available at local hobby shops). Hours each day noon to 6pm.

Columbus, Ohio, October 20-21, Franklin County Veterans Memorial, 300 W Broad St.

Indianapolis, Indiana, November 10-11, Indiana Convention Center, 100 South Capitol.

San Antonio, Texas, November 17-18, San Antonio Convention Center, South Alamo and East Market.

St. Paul, Minnesota, December 1-2, St. Paul Civic Center, I.A. O'Shaughnessy Plaza.

St. Louis, Missouri, December 8-9, Cervantes Convention Center, 801 Convention Plaza.

Denver, Colorado, December 15-16, Denver Merchandise Mart, 451 East 58th Avenue.

YOUNGWOOD, PENNSYLVANIA, October 27. Steel Valley Train & Toy Show at the Youngwood Fire Hall, Rte. 119 North off Exit 8 of Penn Turnpike; 11am-4pm. Dealer tables $15. Adults $3, kids under 12 with parent free; 10% discount to senior citizens. Contact: Mrs. Catherine Daum, P.O. Box 10977, Pittsburgh, PA 15236; 412/653-6940.

DEARBORN/DETROIT, MICHIGAN, October 28. Redford Model Railroad Club's "Trainorama '84" to sell and swap railroadiana and models. Railfan films and operating layouts featured. Dearborn Civic Center, 15801 Michigan Avenue at Greenfield, 10am-4pm. Adults $1.25, kids under 12 free with adult. Contact: Frank E. Gendernalik, P.O. Box 1174, Dearborn, MI 48121; 313/937-0361 (evenings).

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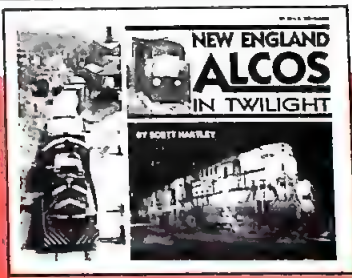

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Railroadiana

What's new?

There's a new book now off press and in distribution that has gotten a "rave" reception. The story of the C&O 2-6-6-6 articulateds, *The Allegheny, Lima's Finest,* is coauthored by Eugene Huddleston and Tom Dixon, the former, of course, being the author of our series on the Van Sweringen Berkshires that concludes in this issue. At 240 pages, this hardbound book sells for $29.50 plus $1.50 shipping and handling (Washington residents add $1.87 sales tax), from *Hundman Publishing,* 5115 Monticello Drive, Edmonds, WA 98020.

Another book that's just off the press is *Wabash,* by Don Heimburger, with lots of roster and action photos of Wabash steam and diesel power plus good roster and equipment data. The photo reproduction is overall quite good, although some photos suffer from poor cropping and unfortunate gutter impositions. At 320 8½"×11" pages in a hardcover format—including a handsome cover painting and a full color reproduction of the famous Howard Fogg W.H. Miner calendar painting of a 4-8-2—there is a wealth of data and images on one of America's most interesting railroads. The book is priced at $38.95 from *Heimburger House Publishing Co.,* 310 Lathrop Ave., River Forest, IL 60305. (Although it is not yet on our list, this book is presently in stock and available from our Book Depot ad on page 59; *Wabash* [2487], $38.95 postpaid.)

Out and making the rounds is a new all-color book entitled *New York Central System—Gone But Not Forgotten,* by H.F. "Casey" Cavanaugh, a very handsome 10"×11" 166-page hardcover from *N.J. International,* 77 W. Nicholai St., Hicksville, NY 11801. The book is essentially an NYC pictorial ranging from late steam to the Penn Central merger, with lots and lots of lightning-striped diesel action—a total of 225 color photos overall with very good photo reproduction. The price is $37.95.

Two classic records from Mobile Fidelity, long out of stock, have been redone on new half-speed masters and are now being distributed by *Bainbridge Entertainment,* P.O. Box 8248, Van Nuys, CA 91409. "Steam Railroading Under Thundering Skies" features the Bomhomie & Hattiesburg Southern, while "Steel Rails Under Thundering Skies" presents a potpourri of 1960s steam, both set against backdrops of booming thunderstorms. It's steam as you always wanted to hear it. The albums are $8.98 each, California residents add 6½% tax; $2.00 per order shipping.

Adolph Hungry Wolf has put together an attractive 68-page 11"×8½" softcover pictorial, *Canadian Railway Scenes, No. 1,* featuring good photo reproduction on vintage and contemporary scenes of the Newfoundland narrow gauge, diesel and steam on the Kettle Valley, Montreal action including the electrics and extensive coverage of surviving steam in Canada including a full roster. The price is $9.95 from *Good Medicine Books,* Box 844, Skookumchuck, BC Canada VOB 2E0.

Quadrant Press, 19 West 44th Street, New York, NY 10036, has just re-released Karl Zimmerman's 1972 book *CZ, The Story of the California Zephyr* in a softcover version. The 104-page 8½"×11" book details the story of the CZ and its equipment; photo reproduction is very good on heavy gloss stock. The price is $11.95.

Remember the painting of the Union Pacific DDA40X "Centennial" 6923 done by Larry Fisher for the cover of the March 1981 R&R? That painting is now available in an exquisite 22"×28" collector's print (image size 17"×22"), numbered and signed by the artist on 80-lb. coated and embossed stock. The colors are as vibrant as the original painting. The price is $135, and quantities are limited. Inquire regarding availability from *L. Fisher Prints,* 1720 Fourth Street SW, Minot, ND 58701. Prints of similar quality of NP, GN and other subjects may also be available.

Artist Gil Reid has produced another print in his "Emperors of the Road" series, this one featuring a night view of the changing of engines on the *Broadway Limited* at Harrisburg, Pa., with green GG1 4935 pulling off and a pair of K4 Pacifics backing on as another K4 passes by. The full color 19"×25" print sells for $19.95 postpaid (Wis. res. add $1 tax), from *Gil Reid,* P.O. Box 251, Brookfield, WI 53005. Anyone who has ever been to the Harrisburg depot at night will recog-

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Train Sheet Spring 1978, Those Compound Locomotives $1.00
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When ordered with any book, the price of the Signal volume is $2.00 each. 1985 Calendar is $2.00 each. Similarly, Train Sheets may be had at $.80 each. All prices postpaid, U.S. funds. NJ residents add 6% sales tax.

nize the scene and atmosphere that Reid has captured so well.

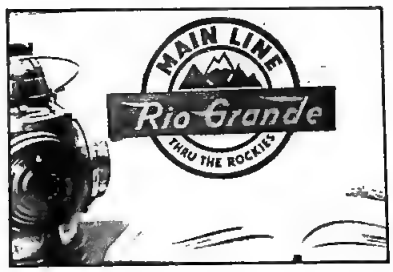
A new basic reference book for today's railfan has been compiled by George Drury, the librarian for Kalmbach Publishing Co. *The Train-Watcher's Guide to North American Railroads* is a 220-page 8¼"×5½" softcover—about the size of your old *Diesel Spotter's Guide*—that describes more than 140 railroads with thumbnail maps, capsule histories, at least one black & white photo each, and a whole raft of other data including addresses of related historical & technical societies and radio frequencies. What George has done is to combine the elements of the *Official Guide*, equipment register and railfan periodicals into one compact reference volume that outlines all U.S. Class 1 and Class 2 railroads, major short lines, commuter authorities and terminal companies—while there are gaps and omissions of mostly smaller and more obscure operations, this reference will give basic data on about 85% of your typical railfanning subjects. Since they already have a compact and recent locomotive roster book, there are no locomotive rosters included in George's *Train-Watcher's Guide*. This book is a real must for any railfan; the price is only $10.95 from *Kalmbach Publishing Co.*, 1027 N. 7th St., Milwaukee, WI 53233.

Calendar Call

The first 1985 calendar to come into our office is a real beauty. The Potomac Chapter NRHS has been producing for the past few years one of the finest full color calendars on the market, and they've done it again. This 11"×17" folded-out wall calendar with a wire ring binder features full color photos on heavy stock, with some of the finest color reproduction we've seen and an attractively-styled appointment calendar block. Photo subjects include a B&O 4-8-2 at speed on the cover, an NYC gray-striped P-motor, B&O Sharks, a Mojave Northern FM H20-44, UP 4-6-6-4 3985, the *North Coast Limited*, Reserve Mining SD38-2s, a WCF&N interurban street-running in Centerville, Ia., Sierra R.R. 4-6-0 No. 3, CN C630m's and a VIA F9, Strasburg's PRR 4-4-2 and 4-4-0 in action, PRR Brill doodlebug 4666 and NKP 2-8-4 764 in Chicago in 1957. All photos were taken by chapter members. The calendar is available at $5.50 each postpaid from *Potomac Chapter NRHS*, P.O. Box 235, Kensington, MD 20815.

Another early full color offering is the "1985 New England Railroading Calendar" from the *Mystic Valley Railway Society*, P.O. Box 486, Hyde Park, MA 02136-0486. This 10"×6" folded-out wall calendar features full color photos on very heavy gloss stock of an MBTA F10 bounding through deep snow; a B&M maroon Geep and Jordan Spreader; a Sperry detector car at night; an absolutely stunning view of a B&M 2-6-0 in the "drive through" depot at Lexington, Mass.; a P&W Geep reflected in a stream; a Bay Colony Alco switcher at night; the only example in recorded history of anybody "blowing" the shot of MEC ex-RI U25Bs on the Waterville bridge; an open trolley at Seashore; a beautiful scene with a Green Mountain RS1 reflected in the Williams River; a Lamoille Valley RS3 and the covered bridge; an ex-RI U25B in MEC/Guilford colors and an impressive snow scene of MEC RS11 802 on lease to the Green Mountain at Rutland, Vt., plus B&M Pacifics and Pioneer Valley SW1s on the covers. The price is $4.00 postpaid.

Permit a note here to remind calendar producers of the "ground rules" for CALENDAR CALL entries. The only way to get a calendar reviewed in this column is to send a sample to the R&R editorial office. This way we can render an honest judgement of content and quality and can guarantee the readership that the calendar is actually produced and available for sale. We've noticed ads for some particularly appealing calendars lately, so be sure to send a review sample.



Review: Wall Plaques

Brilliant color and a handsome, deeply-textured surface give the railroad herald wall plaques by Paul J. Calabrese from *Rail Plaque*, 1022 Wesley, Oak Park, IL 60304, an extremely attractive and artistic appearance. Cast in high quality polyurethane from a hand-crafted master, our Rio Grande "Main Line Thru the Rockies" herald measured 16 inches across, with a total weight of only ten ounces. It includes a small mounting bracket in place on the back. The carved-out relief surfaces are of smooth texture, while the

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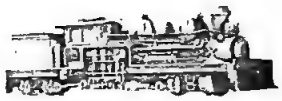
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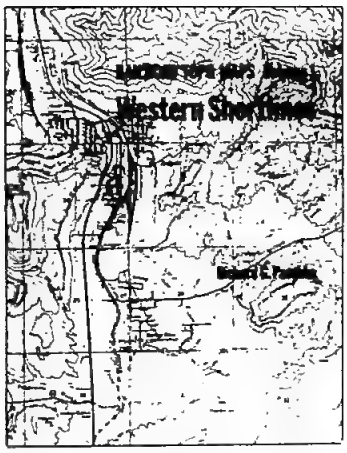

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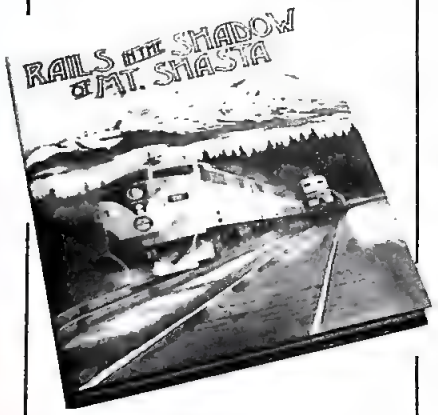

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"top" surfaces are neatly pebble-grained, enhancing the sense of depth. The inks are richly colored and very cleanly delineated—our sample looked excellent under very close scrutiny.

The plaques, falling generally within a 17"×13" format, varying according to the specific shapes, sell for $17.95 each, which includes shipping. Currently available are AT&SF, CGW, C&NW "System," D&RGW, IC green diamond, RI, Milwaukee Road, CB&Q, NP, GN "Goat," NYC, PRR, SP "Sunset," and UP. They have a free brochure available on request from the address above.

Review: Baggage Tags

An idea and a second-hand laminating machine put then-12-year-old Pieter Kreunen into the baggage tag business back in 1979, and it's kept him in spending money—and a stock portfolio—ever since. His idea was a relatively simple one, take your customer's business card—or any other type of identification card—and laminate it back-to-back with a colorful printed railroad herald to make a clear plastic baggage tag. A small leather strap and with metal buckle slips through a hole punched in the end to attach the tag to your luggage. The whole thing is very neat and professional-looking.

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Traction Publications **by Joe L. Diaz**

THE SUDBURY STREETCARS, *The Sudbury-Copper Cliff Suburban Electric Railway Company,* by John D. Knowles, is a 32 page, 8½" × 11" softbound (card covers) look at a little-known street railway operation in the largest community in the great mining region of northern Ontario, located approximately 250 miles northwest of To-

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ronto. Commencing operation in 1915 with a single car acquired from the Toronto & York Radial Railway, the railway never owned a new car, always relying on the used equipment market. Most of the cars were Brill built originally for Pennsylvania properties.

With 65-plus photographs, a detailed equipment roster, an excellent track map and interesting text, this is a very well done quality publication. Many of the photographs are half-page size operational scenes, well reproduced. It is available at $7.50 from *Nickel Belt Rails,* P.O. Box 483, Station B, Sudbury, Ontario, Canada P3E 4P6.

NEW NORTHERN OHIO'S INTERURBANS, by Harry Christiansen, is a 310 page, 8½" × 11" softbound described by the author as "Rapid Transit, Trolleys, Steam Trains, Buses! All Landmarks Visible Today!"

In fact it is a giant update/reprinting of Christiansen's previous volumes on the subject, with 140,000 words and 1000 illustrations claimed. There are countless interesting and valuable photographs herein; unfortunately, the majority have been ruined through very poor reproduction and careless cropping. There is very much of real interest here, and one can only wish more care had been exercised in putting it all together.

The softbound edition is priced at $33.95, and the hardbound at $39.95 from *Trolley Lore,* 26241 Lake Shore Blvd., Apt. 471, Euclid, OH 44132.

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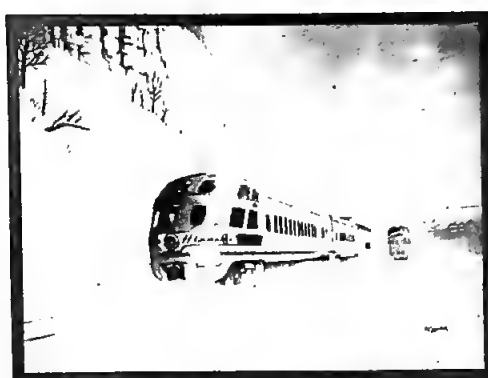

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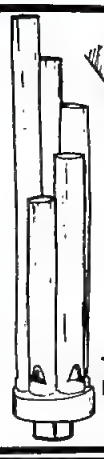

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erate in Stark County, Ohio. It has 85 11" × 8½" spiral-bound pages. The railways are the Stark Electric Railroad and the Inter-City Rapid Transit, which served Canton, Louisville, Alliance and Salem, Ohio, and Canton to Massillon, Ohio, respectively.

With scant information about the railways and their operations, this is basically a photo album. While many of the 190 photographs are of excellent interest, reproduction is generally poor, with only brief caption information and unfortunate layout design. The two maps are but lines with only a very few location names and no basic information. The equipment rosters are merely a listing of car numbers indicating passenger or freight and, in most instances, the builder's name.

For the traction fan who has previously been unacquainted with these two interesting railways and cannot resist, the book is priced at $9.95 from *Railhead Publications,* P. O. Box 526, Canton, OH 44701.

ACROSS NEW YORK BY TROLLEY, *The Third Avenue Railway System in Manhattan, the Bronx and Westchester,* by Frederick A. Kramer, is back in print again. It is a 64 page, 8½" × 11" softbound book, originally published in 1975, displaying a fascinating look at a complex and interesting street railway operation. In 110 well-chosen photographs, we view the Third Avenue Railway System, its variety of equipment and operations in the mid-1930s and early-'40s. Along with very good photo reproduction, the captions are descriptive and intelligent, as is the brief text. The book is an excellent value at $5.95 from *Quadrant Press, Inc.,* 19 West 44th Street, New York, NY 10036.

Book Reviews

Rails in the Shadow of Mt. Shasta, by John R. Signor, published by Darwin Publications, Howell-North Books, 850 N. Hollywood Way, Burbank, CA 91505. 262 8½"×11" pages, hardbound; $27.50.

Two of my all-time favorite pieces of railroad are the N&W from Roanoke through Bluefield to Iaeger and the SP from Mt. Shasta to Redding—and having just returned from following the *Louisiana Daylight* over the latter, I was definitely in the right frame of mind when I spotted our review copy of John Signor's book in my office library. After spending a couple of evenings with it, all I can say is that I wish I'd read the book *before* I went chasing the *Daylight* as the history would have made some of the locations more meaningful (I'd planned to take the book with me, but it was part of the pile edited out when the suitcase got too heavy).

Signor's book is essentially a history of the Southern Pacific's Shasta Division, an entity a little difficult to define, as its geographical limits and very existence has changed over the years. For all practical purposes, he focuses on the main line north of Tehama, Cal. to Ashland, Ore., on the Siskiyou line and to Crescent Lake on the Cascade line, plus down to Wendel on the Modoc line—with the general history covering the overall efforts to link Portland and Sacramento.

In addition to the SP itself, he gives good coverage of a wide range of short line, indus-

trial and logging lines that fed the SP in the region, including the fascinating "copper belt" operations north of Redding and such well-known entites as the McCloud River and Oregon, California & Eastern. Capsule histories of these lines place particular emphasis on their relationships with the SP.

The photos in this book are well reproduced and attractively laid out and range from rare 1880s views with diamond-stackers to contemporary action by such photographers as Steinheimer, Stanley, Zukas and Dorn. He has resisted the temptation to include every damned photo of an Eight-Wheeler by a depot, and the vintage photos are of generally very high quality and exceptional interest of subject. Big steam and early diesel are given good coverage. I was particularly taken by a photo of a grimy 4449 on First-15, the old *West Coast*, and another of a pair of AS616s at Dunsmuir—I'd never really thought of that as Baldwin country, but I can just imagine the sound of a pair of them chugging up Cantara Loop as helpers.

Maps are Signor's specialty, and the book abounds with them. The only complaint I have is that some of the maps are placed in the book far from where their subject locations are first discussed; though I spent considerable time trying to find certain lines and locations, they were ultimately all there and extremely well covered once I found the right map. Also included are quite a number of track plans of individual locations and yards, plus a sampling of rosters, train and tonnage registers and timetables.

John Signor is a trainman on the SP, and this book reflects the knowledge of an "insider" who understands his subject firsthand. Combined with his skills as a writer and artist, this makes him uniquely qualified to relate the story of a particularly attractive area of railroading. I was very pleased with the end product, and I've renewed my resolve to get back out there and spend some time on the Siskiyou line—J.B.

The Fall and Rise of Steam, by Brian Cooke, published by Jane's Publishing Company Limited, 286 Congress St., Boston, MA 02210. 128 8½"×11½" pages, hardbound. $22.95.

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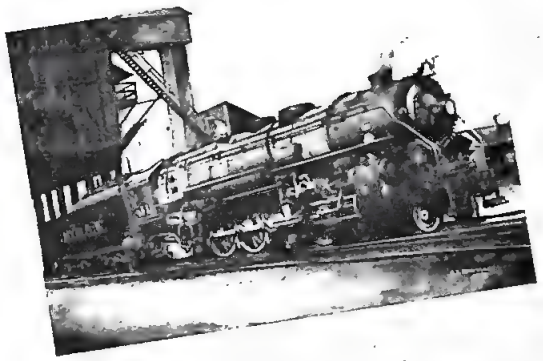

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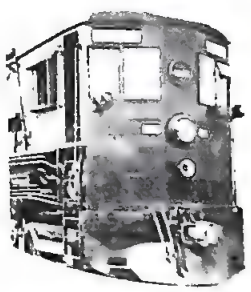

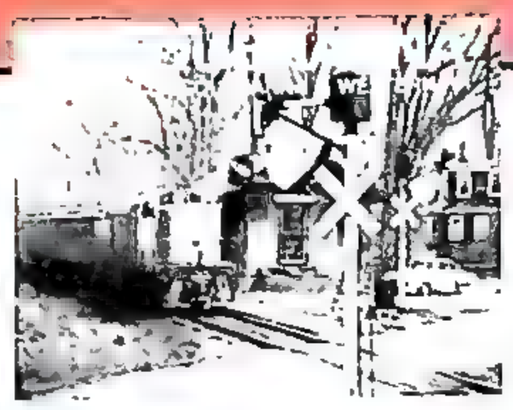

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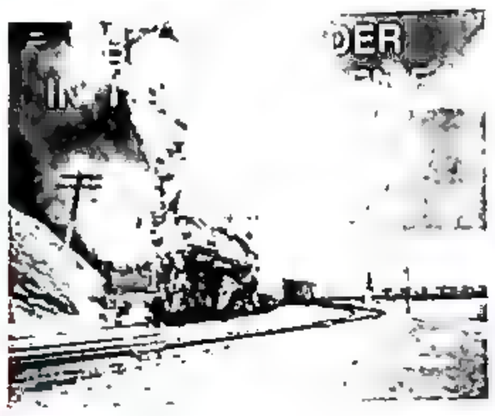

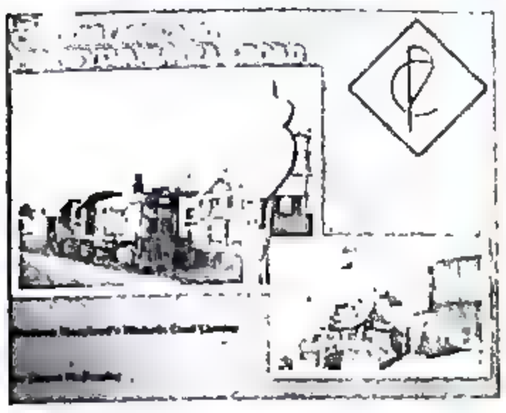

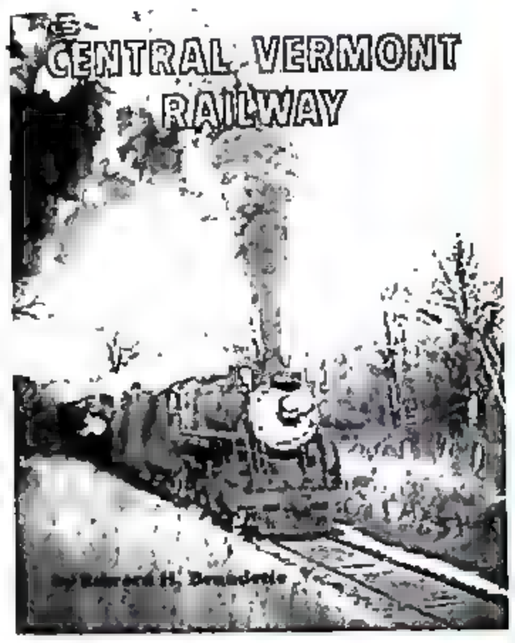

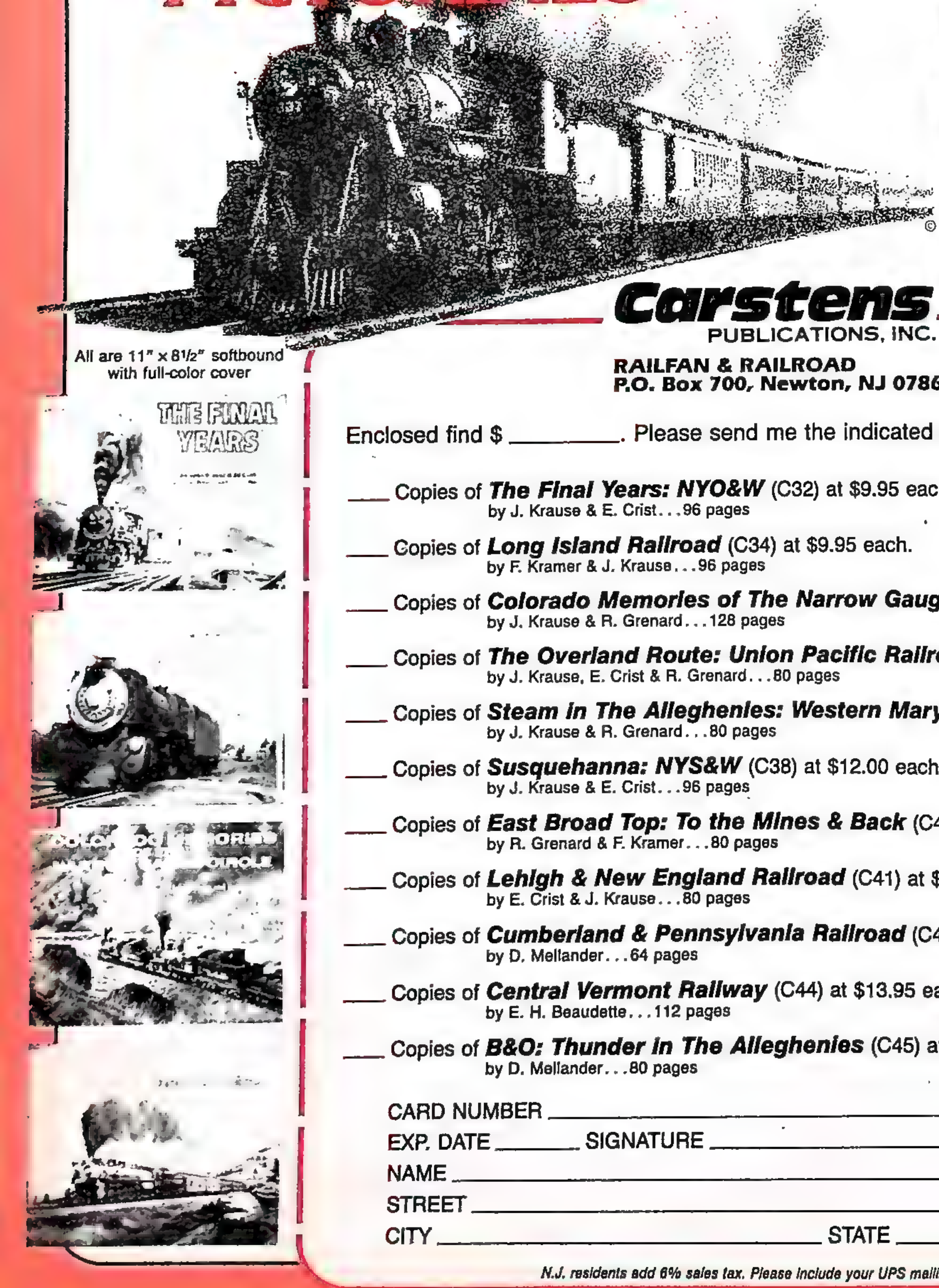

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countless trips to trackside, became his profession.

Eventually, steam preservation became perhaps more popular in Britain than in the U.S., as private railways were established on abandoned BR branches. Preservationists were also aided by the curious fortune which befell the steam power bought by Woodham Brothers scrapyard in Barry. After buying several hundred steam locos for scrap, Woodham found it more profitable to cut up obsolete goods wagons than steam locos, and the rusted hulks survived largely intact into the present. Accordingly, Woodham Brothers has become the main supplier of locomotives to British preservationists.

As the preservation movement picked up momentum, Brian Cooke's interest in steam was revived. His viewpoint has changed during steam's absence, and now he approaches preserved steam with the insight and equipment of a seasoned professional photographer, his old affection for railways renewed.

The first part of *The Fall and Rise of Steam* is filled with good images of British Rail steam in the tumultuous sixties. Well maintained, weary and weatherbeaten, or in pieces at the scrap works, British steam met its end much like its American counterparts. Unlike many, this book includes a photo of the diesel which implemented British Rail's steam elimination program: the Deltic, itself a museum piece in 1984.

The latter half of the book deals with preserved steam and is photographed with Cooke's modern equipment. A high point of the book is Cooke's short essay on his photographic evolution and darkroom technique.

Brian Cooke is an excellent photographer, and his prints evince a sooty coldness appropriate to the demise of an era. His dark, grainy skies and high contrast prints combine to evoke a surreal netherworld of death and rebirth.

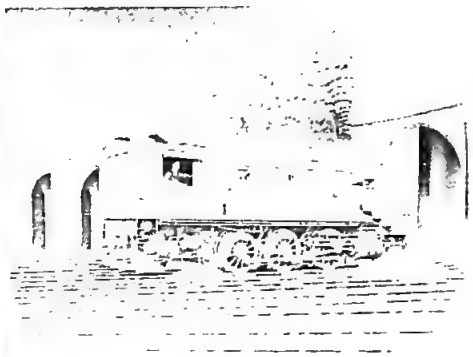
Uncrowded layouts and the liberal use of white type dropped out of black pages combined with the photos, results in a truly elegant appearance.

Even if you have little affection for British steam, you will enjoy Brian Cooke's photography—WALT LANKENAU.

1984 Steam Passenger Service Directory, edited by Marvin H. Cohen, published by the Empire State Railway Museum, P.O. Box 666, Middletown, NY 10940. 190 5½"×8½" pages, softcover, $5.00 postpaid.

At the beginning of another steam tourist season I get the chance to climb up on my soapbox and laud the merits of one of my favorite publications: the *Steam Passenger Service Directory—Including Electric Lines and Museums.* This handy little volume geographically lists virtually all of the tourist railroad and museum operations in the U.S. and Canada and is a "must" for any rail-oriented traveler. Each operation gets a one-page listing that includes a photograph, description of location, the length of ride, schedule, fares, displays and a general roster of equipment (and keeping a file on these from year to year makes an excellent reference source for tracking down locomotive sales and transfers and the success or demise of various operations). The in-

It is a below zero, misty morning in 1954 at the 48-stall Shoreham roundhouse in Minneapolis. This Centennial limited edition print by illustrator Philip Sularz depicts an awakened Soo Line 0-6-0T X-90 as she prepares to do battle against the bitter Minnesota cold and groaning iron. The escaping exhaust and heavy flange squeal noisily demonstrate the X-90's active role in work service at Shoreham shops. But it is late and her future has few tomorrows. Limited edition prints are available in two sizes: 14" x 17" - $15.00 ea. and 17" x 20" - $25.00 ea. with a clear margin. Prints are signed, numbered, titled (Winter Goat) and printed on 65 lb. Navajo Cover. Prints are mailed in a sturdy tube with history sheet. Please include $2.00 for postage and handling. Make check or money order to:



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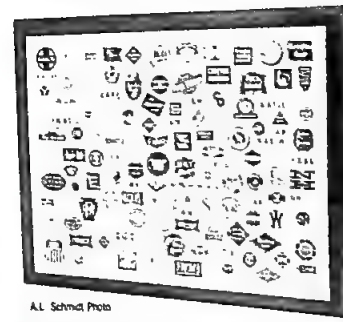

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formation in the book is generally quite accurate—information on Steamtown in Scranton, for example, spells out its transitional status, noting that trains may operate on an irregular schedule at Scranton and that the Vermont museum is closed.

In addition to the steam and electric lines and museums, also included are such diesel-powered runs as the Algoma Central, Providence & Worcester and Cape Cod & Hyannis. The center of the book contains discount coupons for many of the operations. This is a great little book for anyone who wants to mix railroading with vacations and weekends—J.B.

Videos

"The Mighty J," Parts I, II and III, by Sunday River Productions, P.O. Box 565, Concord, MA 01742. VHS or Beta II videocassettes; each part available individually, about 7½ minutes, $19.95 each, or all three combined into one tape, about 22 minutes, $39.95.

If you've chased any of the steam excursions around this country in the past few years, you've probably encountered Alva Morrison right in the middle where the action is hot and heavy. Utilizing a 16mm movie camera and years of experience in filming steam trains, Al is a master at being in the right place at the right time to produce some superb railfan footage. Until recently, his Sunday River Productions dealt primarily with sound and silent film, but he has now expanded into the video field with fine results.

Retaining his dedication to the quality of 16mm film, Al works with a silent movie camera and a separate tape recorder to produce his finished package. For video, the film is transferred to tape after being edited, which produces an image quality that is nothing short of superb. The sound is added, and the results are often indistinguishable from "live" sound. In the instances where the sound is not a perfect match, it is generally appropriate and inoffensive—Al notes that it is sometimes necessary to substitute the sound where local noises ruined the live recording or where ambient sounds—such as in scenes shot from a moving vehicle or helicopter—make recording impossible. Music is sometimes used in place of sound, and the selections are pleasing.

Assembled in the same manner as his popular film productions, "The Mighty J" consists of three parts, each about 7½ minutes long, that are available at $19.95 each or in any combination at $19.95 for the first segment and $10.00 for each additional segment (this can be any combination of parts in any order). Sunday River, incidentally, will honor MasterCard and VISA orders over the phone from 800/824-7888, operator 945, 24 hours a day.

Tape 611A, Part I, features N&W 611's inaugural run from Birmingham to Roanoke in 1982 including Amtrak and the J on the Coosa River bridge, a good variety of "railfan" runbys and some aerial footage from a helicopter. Running time 7 minutes 40 seconds.

Tape 611B, Part II, features the September 4, 1982, run from Roanoke to Norfolk with the Blue Ridge grade and a couple of high trestles and more helicopter shots. Running time 7 minutes 30 seconds.

Tape 611C, Part 3, is the 1982 run to Alexandria from Roanoke with more pacing, runbys and helicopter shots, wrapping up with the arrival at Manassas. Running time is 7 minutes and 35 seconds.

As Sunday River notes, the three films combined give 77 runpasts, and it's nonstop action. The three parts are produced like railfan films—appropriate, since they are also available *as* films, $32.30 each silent and $42.50 each in sound—and there is no narration and no attempt to tell a story. This is a very legitimate format, and our only criticism is that the editing is sometimes a bit abrupt and choppy. For the railfans who want no-nonsense action, though, these tapes deliver the quality images—J.B.

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"Queen of the Fleet," by Hopewell Productions, 345 Brandon Ave., Struthers, OH 44471. VHS of Beta videotape, 52 minutes. $59.95.

In contrast to the Sunday River approach of "railfan movies on tape," Hopewell handles the debut of N&W 611 like a television documentary. The opening scene of the "NW" sign atop the Roanoke shop enveloped by exhaust steam in dawn light is particularly impressive as a background as narrator Rich Melvin gives a capsule history of the Roanoke-built streamlined 4-8-4s. This is followed by an interview with photographer O. Winston Link, the man who prodded the right people at the right moment to have the 611 preserved.

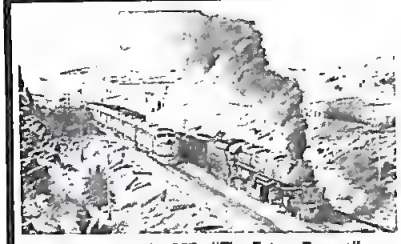
Then it's into the action, all shot directly on videotape. It's Roanoke in 1982 as the 611 departs for Norfolk, easing out past the shops with a nice display of cylinder cock action and a beautiful assault on Blue Ridge from the Parkway bridge. What follows is a series of fine scenes and runbys blended together with good sound and clean editing—with many locations identified with subtitles laid in with an electronic character generator. One sequence shows a "611" highway sign and 611 roaring under the 611 overpass.

This was the trip where the 611 could not be turned at Norfolk, and the film provides some very good runbys of the passenger train returning behind GE diesels—with some fine GE sound and a meet with a freight train that has some fortuitously positioned piggyback flats. The 1982 action is wrapped up with some scenes of the Roanoke-Alexandria move, including the Lynchburg high bridge viewed nearly broadside from the southeast.

Then comes 1983 and the run from Richmond, Va., to Nickel Plate country after the NRHS convention. Throughout this trip two camera crews are being used, one with the new "super" camera and one with the older camera, with an evident difference in picture quality between the two. Among the more notable shots herein are one from *inside* Pembroke Tunnel (relax, folks, it was built as double track, and there's a lot more room in there than it looks like) and a night view of the train arriving in Bluefield.

Scenes of the 611 traversing the West Virginia mountains out of Bluefield are quite a contrast to the Ohio speedway of the old Nickel Plate where the J is seen kicking it up through such familiar places as Arcadia, Leipsic and Continental—more normally associated with mile-a-minute Berkshires. And the "Epilogue" even tags that topic with NKP 2-8-4 765 under steam greeting the 611 nose-to-nose at Bellevue.

From the standpoint of story line, editing and camera work, this tape is up to Hopewell's usual high standards, and the quality of the video reproduction is noticeably better than some of their earlier efforts—J.B.



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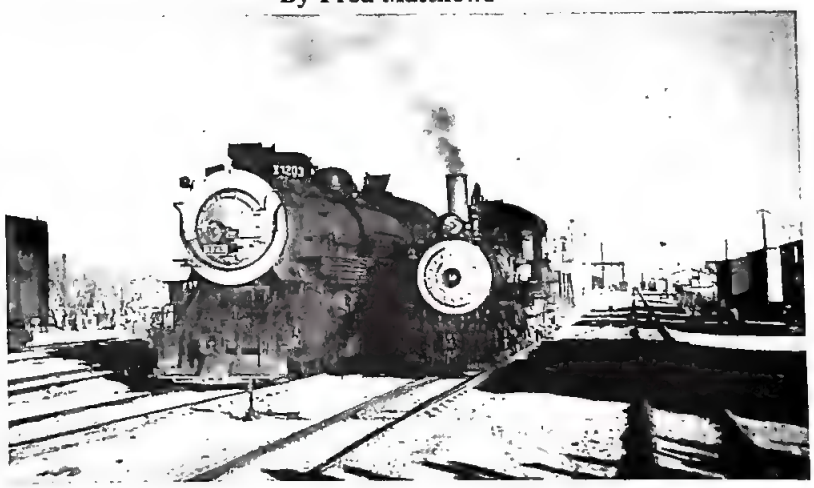

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Transit Currents

New open cars for Lowell, Mass.

The J.G. Brill Company lives on in spirit in the two new open cars built for the Lowell National Historical Park of Lowell, Massachusetts, by Gomaco of Ada Grove, Iowa. Plans of the original J. G. Brill cars for the Eastern Massachusetts Street Railway were dusted off and used by Gomaco, a heavy machinery firm, for the building job. The first of the cars, 1601, was delivered to Lowell on April 25, 1984. The two cars will be in operation from May 26 to Columbus Day weekend, 1984. Norton D. Clark, who sends the information, writes that the workmanship is fantastic and he couldn't find enough good wards to say about the cars. The cost of the cars was about $225,000 for the pair.

Boston rebuilding

North Station in Boston was damaged by fire on January 20, 1984, and the trestle behind the station cannot be used. The commuter services have been operating from a temporary terminal on the other side of fire-damaged trestle behind North Station. Federal funds have been promised to help in the rebuilding effort.

Down at South Station renewal work is about to get underway. Historic South Station will be expanded and modernized; the idea is to have South Station become the Nation's first major intermodal transportation center which will be complete with a bus terminal, new tracks and platforms for both commuter trains and Amtrak trains, a parking garage and a direct below-ground connection to the Red Line Subway. In addition to South Station being a hub for nearly all kinds of ground transportation, including rapid transit, commuter and inter-city rail and bus service, there are new plans for stores, restaurants and offices throughout the five floors of the remodeled South Station. Eventually the air rights over the trainshed portion of the station will be developed with the construction of a major hotel and office building.

The South Station building was dedicated in 1898 and at one time was the largest railroad station in the United States. The station had, however, fallen on hard times, and the renovation and rehabilitation is much needed. The work will include the existing headhouse, with its famous rounded front and clock, as well as renovation of the east wing and construction of a new west wing. A new concourse will be constructed, and eleven tracks with high level platforms will be built to make all trains accessible to physically-disabled riders and to speed up loading and unloading. While work occurs on the track and platform area, a complete foundation system will be installed for future air rights development. South Station is the northern terminus of the Northeast Corridor Improvement Project which was set up by the Railroad Revitalization and Regulatory Reform Act of 1976 as a means of upgrading rail passenger service between the nation's capital and the land of the bean and the cod.

Yakima survives!

Kenneth Johnsen sends good news concerning the Yakima Valley Transportation Company in Washington State. On Monday, April 23, 1984, the Union Pacific Railroad announced its intention to abandon the 77-year-old Yakima Valley Transportation Company. At the same time, at a meeting attended by City of Yakima officials and representatives of the Yakima Interurban Lines Association, the Union Pacific revealed its plans to donate the entire railroad and rolling stock to the City of Yakima. This paves the way for continued trolley operation and renewed use of the electric freight locomotives.

The Yakima Interurban Lines Association is the City of Yakima's official non-profit organization that was formed in 1983 for the purpose of taking over the trolley operation. At the moment, it is making preparations for the transfer of ownership of the famous, last-of-its-kind interurban railroad. It appears that the Yakima Valley Transportation System will be preserved intact, in place and in operation! For those who would like to find out more about YVT, read Ken Johnson's book *Apple Country Interurban* (Golden West Books, 1979).

Trolley Festival returns

Harre Demoro, chairman of the Bay Area Electric Railroad Association, signed the check to buy the Melbourne car from the San Francisco Chamber of Commerce on March 24, 1984. The car will be left, at no cost, in San Francisco for three years to be used in the trolley festival. BAERA folks also left the highly popular Blackpool "Boat Car" in San Francisco. The Muni ran the English resort car until May 1, 1984, without charge; from that time on the boat car will be covered by a lease agreement for the 1984 festival.

Also under lease to the Muni by BAERA for the 1984 festival is Muni Railways 1003, a double-ended "magic carpet" streamliner that is not a PCC car. Harre says 1003 has Brill Liner (97-ER-1) trucks. Moreover, it is likely that the Sacramento Northern Railway Birney Car No. 62 will be leased to the Muni operation in the summer of 1984 if certain mechanical changes can be made in time.

The California Railway Museum, located at Rio Vista Junction, about 60 miles north of San Francisco, is operated by the Bay Area Electric Railroad Association. The museum is open from noon to 5:00 p.m. every weekend and legal holiday except Christmas.

It sounds as if this year will be spectacular in San Francisco with the return of the cable car system to full operation and the Trolley Festival cars operating, as they did last year, on Market Street. If you, dear reader, have never been in San Francisco, this may just be the year to make the trip.

David Pharr sends the news that as of the end of April 1984 the cable cars were out and being tested on the California Street line. On June 1, 1984, all four cables will be operational, with limited revenue service operating on ten-minute headways. There was a service suspension for one day on June 20, and the service resumed again on June 21st, with a cable car parade and the normal three-minute headways.

NORTON D. CLARK

THE FIRST OF TWO reproductions of Eastern Massachusetts Street Railways open cars—built to original J.G. Brill plans—has arrived at Lowell, Mass., for operation on a mile of restored right-of-way. The 1601 is shown at Lowell on April 25, 1984. They were built by Gomaco of Ida Grove, Iowa.

Retraining of the veteran cable car operators got underway in April and novice operators will be given their training slightly later. Thirteen of the 38 cable cars have been totally rehabilitated. The cars will look pretty much the same as they always did except they will appear a bit flashier and newer, and there will be a uniform maroon paint job on the Powell Street lines as well as on the California Street line. The emergency brake system has been modified and the bigger wheels now on the cars conform with the heavier and deeper grooved rail that has been put down.

Fare collection will be changed. Eighteen self-service fare machines will be fully installed including five at Powell & Market, two at Powell and California, four at Hyde and Beach; three at Bay & Taylor, one at Van Ness and California, one at Grant & California in Chinatown, and two at Drumm & California. Riders will be able to purchase one-way round-trip, youth, and all-day fares from the machine. New cable car stop signs will be placed along the 69-block route of the system.

The June 4 edition of the New York *Daily News* ran a short story on the return of the cable cars with the headline, "Big rerun plays on cable."

Flashes

From **SEATTLE** Bill Stanley sends word that the City Council is swallowing hard over the cost of the trolleybus tunnel under Third Avenue and Pine Street. Seattle enjoys a very high level of trolleybus and regular bus service in its wasp-waisted central business district, and the streets are, frankly, quite clogged at certain times. The $387 million price tag on the tunnel is what worries the politicians. Probably the tunnel's most important long-range function is as a part of the light rail or even heavy rail rapid transit system that will probably be built around the turn of the century. Planners and others are pushing hard to keep downtown Seattle strong and to help shape its development so that the Seattle metropolitan area won't become a scattered mess like so many other American cities.

In the spring of 1984 the first magnetic levitation or **MAGLEV** vehicles were supposed to begin revenue service between British Rail's Birmingham International railway station and the Birmingham Airport. This is a distance of about .4 miles. Jacksonville, Florida, is reported to be interested in this technology.

The Greater **CLEVELAND** Regional Transportation Authority has ordered cars from Japan's Tokyu Car Corporation. The first four pilot cars of an order of 60 rapid transit cars were shipped to the U.S. in March. As with the new South Shore Line cars, the remaining 56 cars will be assembled at the Cleveland works of the General Electric Company.

In **TORONTO**, consideration of more rail service is underway. The Downtown Rapid Transit Project plans an east leg of rail transit on an alignment terminate either at the Pape or the Donlands subway station; the west leg of the alignment would terminate at the Dundas West subway station. All of these stations are on the east-west Bloor-Danforth Line. The central section of the line may run along either King Street or Front Street, or remain in the railway corridor adjacent to or through the center of the proposed Railway Lands Development. A King Street route would require a subway; the other options may include surface, elevated and subway segments.

Tom McGarry sends word that March 2nd saw the dedication of the new trolley barn of the **SAN JOSE** Historical Museum. There are already three old San Jose cars on hand that will be refurbished and eventually operated downtown along First and Second Streets between Bassett and San Carlos streets. The San Jose *Mercury News*, The Metro A Trust Fund, Gillcable, Collishaw Corp. and the Hugh Center Trust Fund have pledged $150,000 each for the overall trolley restoration project; to this should be added $50,000 from the United Transportation Development Corporation. Rod Diridon, president of the San Jose Trolley Corporation, placed a special trolley-shaped weathervane on the top of the carbarn as a part of the dedication ceremonies.

Foster Anderson sends interesting news from **SACRAMENTO**. While work continues on the light rail line along the K street Mall in downtown Sacramento, problems are arising because of falling patronage on the Sacramento Regional Transit buses. A fare increase was postponed because financial problems could delay even further the opening of the light rail system. Mr. Anderson writes that the old Sacramento Northern Steel Bridge leading north out of Sacramento across the American River parallel to the Western Pacific/Union Pacific bridge and previously mentioned as possibly carrying light rail someday (but only carrying pipes for many years) has been repainted and redecked and incorporated into the Sacramento bikeway system. This provides access from downtown on to the American River bikeway.

Steve Scalzo writes that the Bombardier Corporation has presented a proposal to the **CHICAGO** Regional Transportation Authority for the remanufacture of the original 129 Highliner electric commuter cars used on the Illinois Central Gulf lines. These cars were built between 1971-73 by the St. Louis Car Company. The RTA has also completed a study that showed that if commuters will ride RTA commuter trains instead of driving their cars they could save a lot of money. For example, the patrons from the commuter stations closest to downtown Chicago would save $681.00 a year. A savings of $6,548 a year is supposedly possible for commuters living in the most distant zone from the Loop.

PLEASE SEND traction news and correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 809 E. 9th St., Bloomington, IN 47405.

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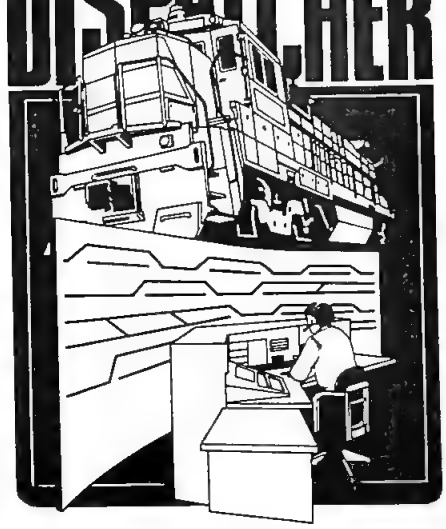

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BY JIM BOYD

Strange light readings

While chasing the *Louisiana Daylight* from Portland to Los Angeles this past May, I spent the Sacramento and San Francisco layover days haunting the Western Pacific line through Feather River Canyon in quest of UP DDA40X Centennials. I've visited the canyon a number of times in the past and don't recall any particular problems with exposure, but on this trip I discovered that I was getting some bizarre light readings.

It was early afternoon on a clear and sunny day as we were all lined up overlooking Keddie Wye awaiting the USW, a train of coil steel cars off the D&RGW bound for Sacramento with three D&RGW SD40T-2 run-through units on the point. With the cloudless sky, there was little question that the full daylight reading for Kodachrome 64 would be the standard 1/500th at f5.6—but reading into the canyon was giving me 1/500th at about f3.5!

I looked up to see if there was a thin cloud layer or anything that would cut the light level, but all I saw was the good old sun blazing out of the bright blue sky. I checked the ASA setting on the light meter to be sure I was still set on 64. Yep, everything was just as it should be. I read the light again, sweeping the camera throughout the scene to average the reading. Still 1/500th at f3.5.

Then somebody next to me blurted out, "1/250th at f4?"

"Yeah, that's about what I'm getting," replied his companion, who continued, "but that can't be."

We had unobstructed midday sun, which on any normal subject would have been 1/500th at f5.6, but were getting light readings 1½ to two stops less than that—calling for an "overexposure." I backed off a half stop from normal to 1/500th at about f5 and nailed the train. The results were right on the money.

What was fooling all of us was the immense expanse of dark green evergreen foliage that covered the valley. And pine trees produce dark shadows while creating few highlights. What little bare rock and water there was in the scene was simply overpowered by the dark-colored forest. With black D&RGW units on the train, I opted for the half-stop to lighten things a little, since there would be nothing in the scene that could significantly overexpose. Had the train had yellow UP units on it, I would probably not have opened up as much, if at all.

In the resulting slide, the trees appear properly dark, while the units are brightly lighted with lots of detail. Had I gone with the additional stop further open that the meter was calling for, I'd have made the trees appear bright with everything else overexposed.

The problem continued for the next two days as we worked our way up and down Feather River Canyon photographing quite a number of trains with mostly UP power. Consistently, the meter kept calling for a 1½-to-two stop overexposure. On a couple of occasions when the train was moving slow enough, I took photos at 1/2-stop intervals ranging from what the meter was calling for to full 1/500th at f5.6 bright daylight. Right across the board, the full daylight or 1/2-stop open were the correct exposure. The dark D&RGW units were, of course, the most tolerant of the overexposure, while the UP units bleached out badly if I opened up more than a half a stop.

It took a lot of confidence in my own judgement to so boldly contradict the light meter—not only my own meter, but those of others in the same photo lines—but the results proved I was right to do so. This problem did not occur while shooting in the wide open spaces of Cajon Pass or while following the *Daylight* over the Cascades and down through California. It was just the naturally dark foliage and heavy shadows created within Feather River Canyon that deceived the light meters.

This is a classic example of how a fully-automatic camera or too-complete reliance on a light meter could foul up the unwary photographer. The reason I had never noticed exposure problems in the canyon on earlier trips is that I generally did not take light meter readings when shooting there in good sunlight. In fussing over my new camera (see this column in the July 1984 issue), I was making more use of the light meter in bright sunlight than I would do normally, and I encountered the problem.

Another thing you have to remember when working a location like Feather River Canyon is that when the sun "goes down" in the canyon, it is often still high in the sky and would be full bright on the flatlands. You get a sharp contrast from total shadow to full bright daylight—but when the canyon is in daytime sunlight, remember that it *is* full sunlight and be cautious about opening up, reagardless of what your meter says. I'm not saying that you should never open up, but use your judgement about how dark or shadowed the surroundings are and how the locomotives will react to any overexposure. Brightly lighted rock walls casting long shadows can give deceptive readings just as much as a hillside of trees.

When the train goes into the full darkness of the shadowed canyon when there's still a couple hours of daylight left, the light will remain rather strong in the shadow area because of the expanse of bright blue sky that is still above. We were getting exposure around 1/125th at f3.5 in total shadow, and some of the resulting photos were rather impressive—the blue sky gives a strange almost moonlit effect to trains running in the shadow portions of the canyon.

The best thing I can suggest, of course, is that someone photographing in a location like Feather River Canyon try it once, note his exposures and return with some experience under his belt. This, however, can get expensive if you live as far from Feather River Canyon as I do, so if you find yourself in a situation where logic tells you one thing and the light meter tells you something else, go with logic—but bracket exposures and try what the meter says as well if you can. My rule of thumb: Use your head in sunlight, and use your meter in shadow.

RAILFAN & RAILROAD 1984 Reader Survey

PERIODICALLY we like to evaluate the interests and needs of our readers as well as gather basic statistics on them. Would you please take a few minutes to answer the following questions and return the questionnaire by October 1, 1984. We suggest that you make a photocopy (Xerox®, etc.) of this page rather than to tear up your magazine. Mail it to: R&R Reader Survey, P.O. Box 700, Newton, NJ 07860. We will then tabulate the results and publish them in an upcoming issue.

1. What is your age group?
   A ☐ Under 20 C ☐ 31-40 E ☐ 51-65
   B ☐ 20-30 D ☐ 41-50 F ☐ Over 65

2. Are you: A ☐ Male? B ☐ Female?

3. Are you: A ☐ Married B ☐ Single?

4. What is your highest level of formal education?
   A ☐ Grade school E ☐ Graduated college
   B ☐ Attended high school F ☐ Some graduate work
   C ☐ Graduated high school G ☐ Master's degree
   D ☐ Attended college/tech school H ☐ Doctoral degree

5. What is your occupation?
   A ☐ Professional/Managerial E ☐ Craftsman/Foreman
   B ☐ Engineering/Technical F ☐ Machine operator/service
   C ☐ Sales/Clerical G ☐ Farming
   D ☐ Educator/School administrator H ☐ Student I ☐ Other

6. What is your approximate annual income?
   A ☐ Under $10,000 E ☐ $40,000-$49,999
   B ☐ $10,000-$19,999 F ☐ $50,000-$75,000
   C ☐ $20,000-$29,999 G ☐ Over $75,000
   D ☐ $30,000-$39,999 H ☐ Confidential

7. Are you employed by a railroad? A ☐ Yes B ☐ No

8. In your job do you deal with railroads in a business or financial area?
   A ☐ Yes B ☐ No

9. Do you commute by rail? A ☐ Yes B ☐ No

10. In the past year have you made any Amtrak/VIA trips?
    A ☐ Yes B ☐ No
    10A. In the past five years? A ☐ Yes B ☐ No
    10B. Were these trips: A ☐ Business? B ☐ Hobby/Family? C ☐ Both?

11. In the past year have you traveled overseas? A ☐ Yes B ☐ No
    11A. In the past five years? A ☐ Yes B ☐ No
    11B. Were these trips: A ☐ Business? B ☐ Hobby/Family? C ☐ Both?

12. Have you ever taken a foreign rail tour?
    A ☐ Yes B ☐ No

13. In the past year have you visited a tourist railroad or museum?
    A ☐ Yes B ☐ No 13A. In the past five years? A ☐ Yes B ☐ No

14. In the past year have you ridden a main line steam or diesel fantrip?
    A ☐ Yes B ☐ No 14A. In the past five years? A ☐ Yes B ☐ No

15. In the past year have you traveled by airline on business?
    A ☐ Yes B ☐ No 15A. In the past five years? A ☐ Yes B ☐ No

16. In the past year have you traveled by airline in relation to your railfanning?
    A ☐ Yes B ☐ No 16A. In the past five years? A ☐ yes B ☐ No

17. How long have you been a railfan? A ☐ All my life
    B ☐ Less than two years C ☐ 2-10 years D ☐ More than ten years

18. Do you keep your issues of RAILFAN & RAILROAD for more than a year?
    A ☐ Yes B ☐ No
    18A. How many people besides yourself read your copy of R&R?
    A ☐ None B ☐ One C ☐ Two D ☐ Three or more

19. What other rail magazines do you regularly read?
    A ☐ Trains F ☐ Rail Classics/Quarterly
    B ☐ Passenger Train Journal G ☐ Extra 2200 South
    C ☐ CTC Board H ☐ The Short Line
    D ☐ Pacific News I ☐ Railway Age
    E ☐ Railpace J ☐ Modern Railroads

20. Are you also a model railroader?
    A ☐ No B ☐ HO C ☐ O D ☐ Other

21. What model magazines do you read?
    A ☐ Railroad Model Craftsman D ☐ Main Line Modeler
    B ☐ Model Railroader E ☐ Prototype Modeler
    C ☐ NG&SL Gazette

22. Have you visited a model or railroadiana "Sell & Swap" meet within the past two years? A ☐ Yes B ☐ No

23. Do you belong to any of the following organizations?
    A ☐ NRHS E ☐ Any traction group
    B ☐ R&LHS F ☐ Any historical & technical society
    C ☐ RRE G ☐ Any museum/tourist railroad
    D ☐ NMRA H ☐ Any toy train collectors group
    I ☐ None

24. Do you do any type of railfan photography?
    A ☐ Yes B ☐ No

25. What type of cameras do you own and use for railfanning?
    A ☐ 35mm SLR F ☐ 8mm movie
    B ☐ Other 35mm G ☐ Super 8 silent
    C ☐ 21/4 or 6×7 H ☐ Super 8 sound
    D ☐ 4×5 I ☐ 16mm silent/sound
    E ☐ "Instamatic"/Disc J ☐ Video camera

26. What type of format do you use regularly?
    A ☐ 35mm slides E ☐ Disc or other color prints
    B ☐ 35mm color prints F ☐ Large format color
    C ☐ 35mm black & white G ☐ Large format black & white
    D ☐ Color movies H ☐ Videotape

27. Do you do your own darkroom work?
    A ☐ No D ☐ Color developing
    B ☐ B&W developing E ☐ Color printing
    C ☐ B&W printing F ☐ Cibachrome printing

28. Do you own any of the following?
    A ☐ Slide projector E ☐ Home stereo record player
    B ☐ Movie projector F ☐ Home stereo cassette player
    C ☐ Videotape recorder (VHS) G ☐ Video disc player
    D ☐ Videotape recorder (Beta)

29. Do you purchase any of the following commercial railfan products?
    A ☐ Videotapes D ☐ Slide sets
    B ☐ Sound records/tapes E ☐ Railroadiana
    C ☐ Books F ☐ Calendars

30. Do you own a railfan radio monitor scanner?
    A ☐ Car/base crystal C ☐ Car/base programmable E ☐ CB
    B ☐ Pocket crystal D ☐ Pocket programmable F ☐ None

31. Did you buy your camera/video/radio equipment specifically for railfanning? A ☐ Yes B ☐ No

32. About how many rolls of film do you shoot railfanning in a year?
    A ☐ Less than 10 B ☐ 10-50 C ☐ 51-100 D ☐ Over 100

33. Rate the following topics according to your interest.
    (A: Very interested B: of some interest C: Of no interest)

Today's main lines	A ☐	B ☐	C ☐
Today's short lines	A ☐	B ☐	C ☐
Today's traction/transit	A ☐	B ☐	C ☐
Today's steam fantrips	A ☐	B ☐	C ☐
Tourist railroads/museums	A ☐	B ☐	C ☐
Post-1930s steam	A ☐	B ☐	C ☐
1900-1930s steam	A ☐	B ☐	C ☐
1800s steam	A ☐	B ☐	C ☐
Today's foreign railroads	A ☐	B ☐	C ☐
Today's foreign steam	A ☐	B ☐	C ☐
Vintage trolleys/traction	A ☐	B ☐	C ☐
Pre-1950s diesel	A ☐	B ☐	C ☐
Pre-Amtrak/Conrail diesels	A ☐	B ☐	C ☐
Today's diesels	A ☐	B ☐	C ☐
Railroad boats and tugs	A ☐	B ☐	C ☐

34. Where do you obtain RAILFAN & RAILROAD?
    A ☐ Subscription C ☐ Newsstand/magazine rack
    B ☐ Hobby shop D ☐ From friend or other

35. Do you ever buy products you have seen advertised in R&R?
    A ☐ Yes B ☐ No

36. Do you have any brief comments to make about the magazine?
    _____
    _____
    _____
    _____

37. There is no need to sign this questionnaire, although you may do so if you wish. So that we may make a geographical evaluation of your replies, however, would you please write your zip code here: _____.

Railnews

THE *DAYLIGHT* AT DEL RIO As the 4449 and the *Louisiana Daylight* were westbound out of Del Rio, Texas, on June 12, they had a spectacular mishap that resulted in no serious damage and only minor inconvenience. Making 40 m.p.h. about 15 miles out of Del Rio, a failure of a retainer plate on the tender permitted the main drawbar pin to drop out, releasing the locomotive from the tender and the rest of the train. In an eruption of steam from the fractured train-heat line and a roaring of air from the broken trainlines, the 4-8-4 separated from the train; putting the train into emergency, while the locomotive drifted away from the consist, its independent brakes not functioning at full effectiveness due to the broken lines to the tender. When both stopped, the locomotive was about a half mile ahead of the train. Quick action on the part of the locomotive crew got the steam and air venting shut off, while the other crew members back in the first car got the tender water lines shut after the loss of only about 1,000 gallons of water. The emergency fuel cut-off cable tripped the fuel shut-off valve upon separation, and no fuel was lost. Because the 4449 has a fully enclosed vestibule cab, there was no danger to anyone on the locomotive, and the entire incident caused no injuries of any kind.

The SP division superintendent was aboard the train and handled the affair in a calmly professional manner. He first called to see if there was any traffic on the line, and after determining that there were no opposing trains within 100 miles in either direction gave the 4449 crew time to assess the situation. With the locomotive fireless but still under nearly full steam, they backed the 4449 up to the train and reinserted the recovered drawbar pin, fabricating a new retainer plate. An SP MofW truck which happened to be nearby contained a full compliment of welding gear and a remarkable store of hardware; it aided in quickly repairing the damaged "plumbing." A local fireman from Del Rio recognized the type of hose that was used between the engine and tender (which had been ripped apart when they separated) and knew his fire company had some similar hose that they were using on the restoration of an antique fire engine. The new hose was rushed out from Del Rio and installed between the engine and tender while the engine still retained enough steam to permit the feedwater pump to work. (The hoses simply slide over a pipe at either end and are secured with large clamps like an automobile radiator hose clamp.) Three hours and 50 minutes after the event, the train was on the road again without delaying any traffic. To quote one of the crew members, "Everybody kept their cool, and everything was resolved on the spot."

NEW LOCOMOTIVES In mid-April 1984 the Missouri-Kansas-Texas began taking delivery at St. Louis of 20 GP39-2s (360-379) in what appear to be GP49 carbodies (big radiators, for example). Traded in to EMD on the new units were the Katy's only three U23Bs, 350-352, clearing its roster of GEs.

The Southern Pacific has announced an order for 50 new units for delivery beginning in September. There will be 34 GP40-2s from EMD and 16 "B36-7s" rated at 3,750 h.p. from GE.

If the stenciling on the frame is correct, Santa Fe 7400 is the most powerful four-motor unit yet. The GE test unit, spotted in Kansas City on May 12, is identified as a "B39-8." The two similar-looking BN units shown in the July R&R were stencilled "B32-8" (although we identified them correctly in the text, a typo in the caption called them a C32-8s). GE has put out no publicity to date on these units. Incidentally, since the first Norfolk Southern C39-8s were delivered in the new carbody, NS has received C36-7s in the "old" carbody.

THE BIGGEST You can't find bigger locomotives running anywhere today than were on the Rocky Mountain Railroad Club fantrip from Denver to Laramie on the Union Pacific on May 27, 1984. Out of Denver the 15-car special was headed up by DDA40X "Centennial" 6922, which made a photo runby on the way to Speer, Wyo., where 4-6-6-4 3985 took over, with numerous runbys out to Laramie and back. See TIMETABLE for a repeat of this trip scheduled for October 20—though the diesel portion *may* feature resurrected E9 951.

MISSOURI PACIFIC With a number of units already painted and on the road, it's now official that the Missouri Pacific units will be painted in UP Armour yellow and gray with the name MISSOURI PACIFIC spelled out in UP-style lettering on the long hood and UP shields replacing the MoPac buzz-saw and eagle. The first actual MP unit painted (see page 2) was SD40-2 3291, outshopped in Kansas City on May 10, 1984 (UP SD40 3030 reportedly wore MoPac lettering briefly for a painting demonstration but was immediately repainted UP). Noting the Armour yellow and gray as "one of the longest-lived paint schemes in American railroading," the UP put out a press release showing the 3291 before and after the repaint.

Numerous Western Pacific units have been transferred to MP lines, and they may become the ultimate merger units if the 663 is any indication. WP GP40 3513, observed recently in Houston, Texas, has been renumbered 663 and repainted UP colors with MISSOURI PACIFIC lettering! Out on the WP, only a handful of units remain in WP colors, and any former-WP power on the road is relatively rare—UP SD40-2s predominate with a DDA40X thrown in now and then and some D&RGW SD40T-2s running through to Sacramento on steel trains from Geneva, Utah.

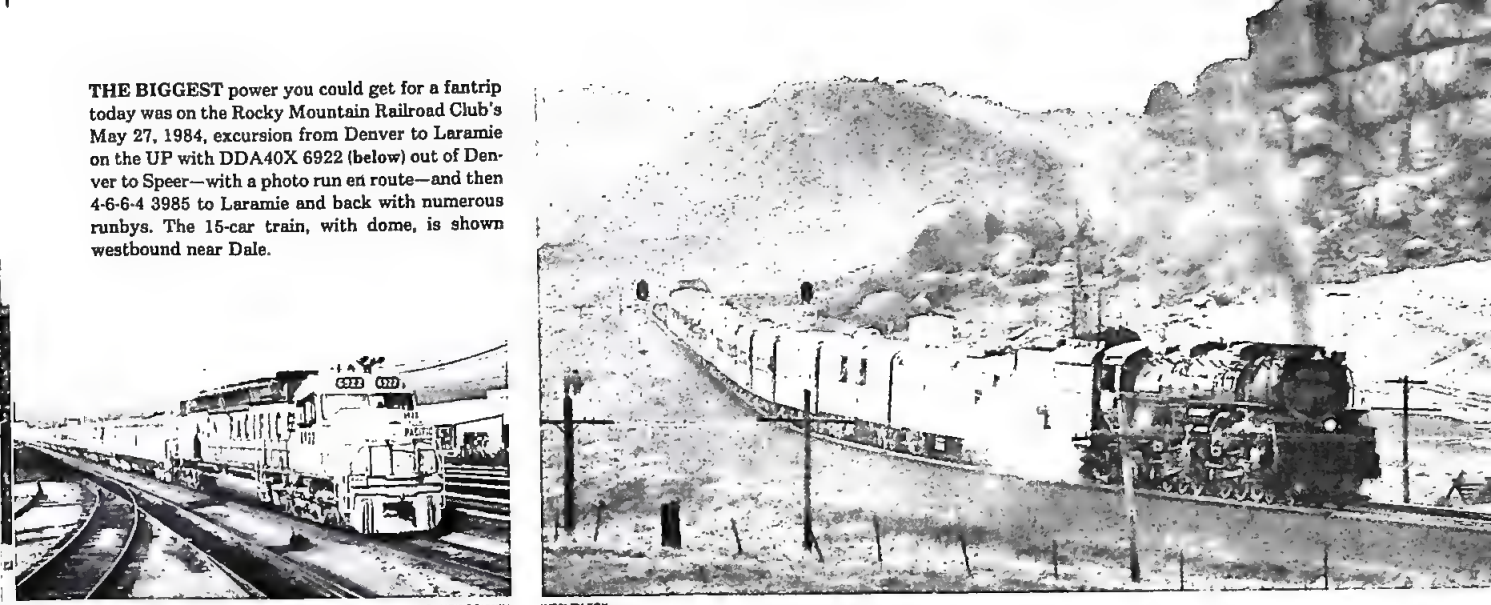
CHARLESTON & WESTERN CAROLINA Having already painted his ex-ACL E3 501 into the classic purple and silver livery (January 1984 R&R), Glenn Monhart was interested in painting his F7 to match. The F7 had been in service on the now-defunct Chicago, Madison & Northern (May 1982 R&R) and painted in a handsome maroon and red. As fine as that paint scheme was, it clashed horribly with the ACL purple. The obvious solution was to paint the F7 up as an ACL unit and be done with it, but Glenn had an even more interesting idea. The Charleston & Western Carolina was an ACL subsidiary that had a small fleet of six F7s painted ACL purple but lettered C&WC (see page 94 of *The Second Diesel Spotter's Guide*). Since the C&WC had the same basic details and dual headlights of his unit (originally D&RGW 5644, then American Crystal Sugar 64 and finally CM&N 564), Glenn redid his unit as C&WC 901, making a handsome mate for his E3 (see page 2). Incidentally, the C&WC units had no nose herald, so the 901's appearance is correct. The two units are expected to be on numerous excursions on the Central Wisconsin in upcoming months and when not running are stored in the former-Milwaukee Road roundhouse in Janesville, Wisconsin. For information about the trips contact: Golden Arrow Tours, 203 S. Pearl Street, Janesville, WI 53545 or call 800/GATOURS or 800/GATRAIN.

ATLANTIC COAST LINE With two units in ACL purple already working in Wisconsin, a third EMD unit is receiving similar treatment in Florida. The Florida Gulf Coast Railroad Museum in Tampa has acquired SCL SW7 130, which it is restoring to its original appearance as ACL 648 (see page 2). The museum was formed in the latter part of 1982 and hosted its first event in February 1983 with the display of the Gold Coast Railroad Museum's presidential observation car *Ferdinand Magellan* and other equipment at Tampa Union Station. The SW7 was acquired shortly thereafter. The museum owns a number of passenger cars and was instrumental in saving for preservation one of the last remaining ACL steam locomotives, 1905 Baldwin 0-6-0 143, formerly owned by Agrico and used until 1960. It is hoped that the 0-6-0 can be put on static display in the Tampa area.

ON THE MARC. . .Get set. . .GO! Maryland's new "MARC" commuter service has been put in an equipment crunch since N.J. Transit requested an early return on its leased-out Jersey Arrow m.u. cars. As a result, approximately 15 coaches from Toronto's GO Transit will be heading south for service on the Brunswick trains to push-pull with MARC's F9s. Twelve cars thus released from the B&O service will then operate on the corridor behind leased Amtrak AEM7s or E60s. Meanwhile, ten new coaches and five new cab cars for locomotive-hauled push-pull service are on order with Sumitomo. The "MARC Mark II" cars, built by Nippon-Sharyo in Japan, will look like the South Shore m.u. cars but with no motors or middle doors. To power the new cars, MARC has given serious consideration to both an "F40-type" diesel and an "AEM7-type" electric, though the final decision has not yet been made as to which.

MARC recently created quite a stir in the nationwide newspapers when it offered to give away five old ex-PRR MP54 m.u. cars to anyone who would haul them away. They got hundreds of offers, but most were astounded to learn what it would cost to move the unserviceable/unroadable derelicts. The matter remains unresolved at press time.

THE BIGGEST power you could get for a fantrip today was on the Rocky Mountain Railroad Club's May 27, 1984, excursion from Denver to Laramie on the UP with DDA40X 6922 (below) out of Denver to Speer—with a photo run en route—and then 4-6-6-4 3985 to Laramie and back with numerous runbys. The 15-car train, with dome, is shown westbound near Dale.



CHUCK CONWAY

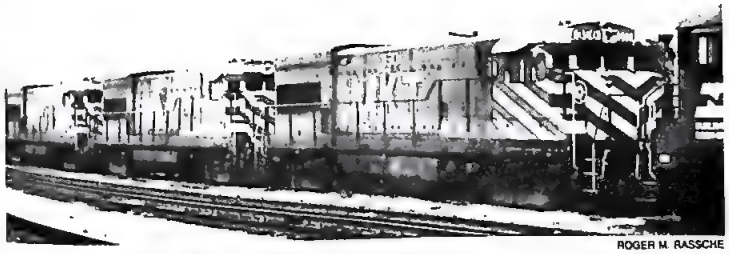
WESLEY FOX

R.L. RAGSDALE

JAMES F. PRIMM II

NEW LOCOMOTIVES around include 20 MKT GP39-2s (360-379); the 360 was at North St. Louis on April 14, 1984. Traded in were Katy's only GE units, U23Bs 350-352, shown in McCook, Ill., (below) on February 11.

"B39-8" 7400, a GE test unit in Santa Fe colors, was at Argentine Yard in Kansas City on May 12, 1984. Similar in appearance to BN's B32-8s, this unit would be the most powerful four-motor diesel yet.



ROGER M. RASSCHE

WHO'LL GET CONRAIL? Midnight of Monday, June 18, 1984, was the deadline for bids to be submitted to the U.S. Department of Transportation for the purchase of Conrail. Conspicuous by their absence were bids from any of the Western railroads, most notably Santa Fe Southern Pacific. Of the ten bids submitted by the deadline, only three were from railroads: Norfolk Southern, CSX and Guilford Transportation. With all the bids in the neighborhood of $1 billion in cash and about $2 billion in tax and wage packages, it will be up to the DOT/FRA to determine the best offer. Norfolk Southern appears to be bidding in earnest, while CSX is proposing a splitting-up of the lines among itself and other railroads—something the Feds have already expressed displeasure with. One of the ironies of the century would be the success of the Guilford bid, with Timothy Mellon's MEC/B&M/D&H taking over their arch-rival Conrail.

The first formal bidder for Conrail was an employee's group with what initially seemed to be a weak offer but which has since been upped to the $1 billion cash category of the other bidders. Conrail Chief Executive L. Stanley Crane has been a vocal supporter of the employee's plan, and it must be considered a serious contender. Crane has also come out in support of the bid by Citicorp, a bank holding company, which would include an offer to the employees.

The Alleghany Corporation was an early bidder with good financial strength but slightly tarnished in the eyes of the Feds by a past association with the NYC and Penn Central (Alleghany was the backing for Robert R. Young's famous proxy fight for the NYC). Other bidders include Allen & Co., a New York investment banker; a combination of the personal resources of J.W. Mariott, Jr., and the Bass family of Texas; New Jersey trucking executive Arthur Imperatore; and a mysterious individual from Los Angeles, Kenneth Perryman. One outside shot for another railroad to become involved is Burlington Northern participation in the Citicorp financing.

All bids are being evaluated by DOT and will be referred to their financial adviser on the matter, Goldman, Sachs & Co. A decision could come as early as July, but Congress must then pass legislation to authorize the sale, which could result in some protracted controversy. It's not over yet, folks.

MONROE COUNTY With a squeal of protest, the first quarter-mile of heavy rail was rammed through the driving rollers of the power car and onto the racks of Conrail's salvage train on June 19, 1984, at the Delaware River bridge, and the efforts of Monroe County, Pennsylvania, and VentuRail to save the DL&W "Cutoff" across northwestern New Jersey came to a realistic conclusion. After intensive efforts in April by the county and VentuRail to buy the 88 miles of the former-DL&W main line between Port Morris, N.J., and Scranton, Pa., all parties agreed to a June 4, 1984, final deadline, by which time they would either have the $6.6 million financing in place or there would be no more extensions and Conrail would be free to salvage the rail. The deadline came and went with the money about $2 million short, and after the echoing of "we'll have the money by the end of the week" died down, Conrail began tearing up the track two weeks after the deadline.

The collapse of the Monroe County/VentuRail effort will simplify

Steamtown's purchase and operation of about twelve miles of the line on the Scranton end and should shut the door forever on plans for a direct passenger connection between Scranton and the Pocono mountain resorts and N.J. Transit's lines to New York City. It will also eliminate the line as a potential competing freight route into the New York/New Jersey metropolitan area—however, it should be noted that no viable "competitor" stepped in with the relatively insignificant $2 million to secure the deal when they had the chance.

Seeing the possible future development of casino gambling in the Poconos as competition to its own Atlantic City, the state of New Jersey was reluctant to help in preservation of the DL&W Cutoff as a direct link westward for passenger trains. In the meantime, there would have been little or no on-line freight traffic, and the Conrail sale situation would have made any overhead freight deal a risky business with an uncertain future. It was a dream that had the makings of a financial nightmare.

STEAMTOWN UPDATE As of early June, there is one locomotive (CPR 4-6-2 2317) and a consist of passenger cars from Steamtown at Scranton, Pennsylvania. There are still substantial hurdles in the acquisition of the museum site and the DL&W main line trackage, and it would appear very unlikely that any more equipment will be brought down from Vermont or that any regular schedule of operations will be initiated in the immediate future. The track and bridges will need inspection and maintenance before passenger operations can start, and at this time ownership is still unresolved. On the bright side, the Chessie System has offered to donate its Salamanca, N.Y., turntable to Steamtown, which should drop right into the old DL&W roundhouse pit.

MEANWHILE, UP IN VERMONT A Green Mountain Railroad RS1 and restored Rutland R.R. passenger cars roll past the now-closed Steamtown U.S.A. museum site at Riverside as the Vermont Historical Railroad has taken up where Steamtown left off. Operating throughout the week in July and August and weekends-only Labor Day through mid-October, the diesel-powered trains leave from downtown Bellows Falls and operate to Chester at 10:30 a.m. and 2:00 p.m. For information call 802/463-3069.

The GMRC presently rosters three RS1s and has just acquired ex-BN GP9 1849 (NP 223), using Alco S4 303 as a trade-in. The remaining S4, 305, is up for sale.

THE *OKANAGAN EXPRESS* On Victoria Day Weekend, May 19-21, 1984, the British Columbia Chapter NRHS ran their second spectacular *"Okanagan Express"* excursion on the CPR from Vancouver up the Fraser River to Spences Bridge and then east on freight-only track to Penticton, over a portion of the famous Kettle Valley line. During the Sunday layover, the train made a trip to Osprey Lake and back, with the return to Vancouver on Monday. The consist was made up of six dark green heavyweight passenger cars (combine, three coaches, buffet-lounge and open-platform obs) pulled by CPR GP9s 8838 and 8839.

F-UNITS We hear that the FRA has been giving the Louisiana & North West a hard time about their crews using F-units for switching work. Aa result they have now placed their second Geep into service, and use one of them as a lead unit at all times.

Meanwhile, over in Texas, first-hand reports indicate that the KCS Sulphur Springs F-units (see November 1983 R&R) are still going strong with a cab unit leading eastbound and a Geep for switching leading westward.

WESTERN MARYLAND Cass, W.Va., is the new home for WM BL2 7172, recently donated by the Chessie System (its mate, WM 7171 went to the B&O Museum in Baltimore). Cass Railfan Weekend, May 27-29, was her public debut, and she got an enthusiastic reception from the record crowd in attendance. On Sunday the BL2 was part of a parade of trains to Durbin which included WM Shay 6 with the open passenger cars, the BL2 on a five-car-and-a-caboose freight and Shays 5 and 4 with the empty log cars and loader. Each of the four photo run locations featured two runbys with each of the three trains!

The big WM Shay 6 will begin regular service this summer on trips up the ex-C&O Greenbrier River line to Durbin, leaving Cass at 12:15 p.m. on Tuesdays, Saturdays and Sundays. There is still some upgrading of the track needed before the huge 6 can be regularly operated on the mountain run to Bald Knob.

BOUND FOR STRASBURG The Pennsylvania Department of Transportation has donated SEPTA RDC-1 9163 to the Railroad Museum of Pennsylvania at Strasburg. This car, recently Reading 9163, began life as Lehigh Valley 40, and the Museum intends to keep the car serviceable and restored to her LV livery. The car was intended to run to Strasburg under her own power on March 31, 1984, and, indeed, got to within 13 miles of Leaman Place on her own, running from the Wayne Junction Shop in Philadelphia, when she completely died moving through the crossovers at Parkesburg and had to be rescued by two Conrail GP15-1s from Thorndale. Strasburg's 44-tonner then pulled the RDC into the Museum. Not to worry about the malfunction, though, the car's rebuilt engines are still under warranty! Also recently acquired by the Museum are a pair of SEPTA's ex-Reading FP7s, which will be restored to their black, green and gold Reading colors.

CALTRANS With quite a fleet of ancient Harriman coaches still in regular service on its Peninsula commute runs between San Francisco and San Jose, Caltrans has had a prototype stainless steel bi-level car—based on Budd-built Chicago RTA types—built in Toyokawa, Japan, by Nippon-Sharyo for Sumitomo Corporation of America. "CalTrain 4000" will be the first push-pull cab car used on the former-SP service, as all trains are presently pulled by locomotives (SDP45s, GP40P-2s, GP9s and two SD9Es, all boiler-equipped) which are turned at each terminal. The new car is set up for Head End Power.

GREAT WESTERN She hadn't been in service for several years, but on May 13, 1984, ex-Great Western 2-8-0 51 pulled the first of several excursions planned for this year on her old home road. No. 51 was built by Baldwin in 1906 for the sugar beet hauling Great Western Railway in Colorado, where she worked until being sold to John Birmingham in 1963. He continued to use her in excursion service until the early 1970s when mechanical problems forced him to store her at the Public Service Company electric generating station in Denver.

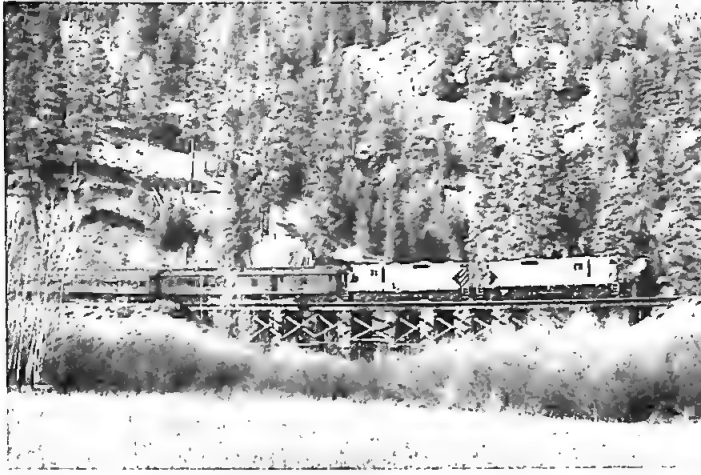
In October 1983 she was moved to the D&RGW's Burnham Shop and prepared for movement on the BN to the Great Western in Loveland. She was then back on home rails and given an overhaul in the Great Western's five-stall enginehouse. The work by John Birmingham, Carl Hudson and others paid off, for on May 13 she triumphantly handled the "Polka Train" excursion from Loveland to Severance, Colorado, and return. The train had an interesting consist, including two side-door cabooses. Future trips with the 51 are planned; for details, send an SSAE to: Great Western Railway, P.O. Box 537, Loveland, CO 80539—CHIP SHERMAN.

THE *GULF COAST LIMITED* To handle traffic to the New Orleans World's Fair, Amtrak has initiated a new service between Mobile and New Orleans on the former-L&N main line. The *Gulf Coast Limited* made its first run on April 29, 1984, with two P30s and ten cars, stopping at Pascagoula, Biloxi, Gulfport and Waveland en route to NOUPT. Ridership has been quite good, with over 450 passengers on some trips.

GEORGETOWN LOOP A hundred years ago, the first train crossed the spidery framework of the "Devil's Gate Viaduct"—or simply the High Bridge—on what was to become the world-famous Georgetown Loop. Considered the "Ninth Wonder of the World" at the time, the Loop was part of an ambitious plan to reach Leadville, Colorado, with a narrow gauge line from Denver. What was subsequently known as the Clear Creek line of the Colorado & Southern got only a few miles beyond Silver Plume, but it served a busy mining region and became a nationally-famous tourist attraction. The Depression resulted in abandonment of the Loop, and the frail-looking High Bridge was dismantled in 1939.

On June 1, 1984, however, the first train traversed the newly-constructed reproduction of the High Bridge, marking a significant milestone in the Colorado Historical Society's development of the Mining Gate Park Historical District which will include the narrow

J.M. BOYD

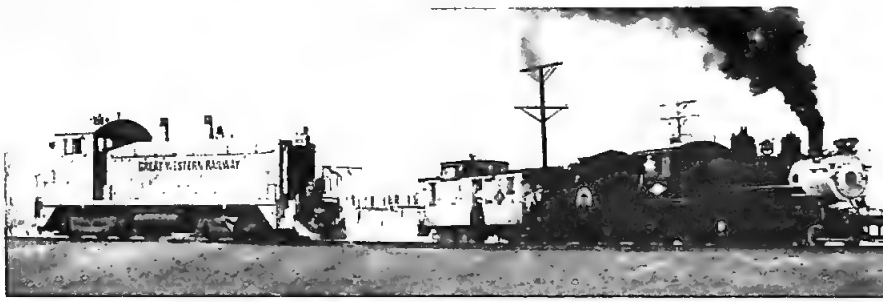


JOHN C. ILLMAN

WESTERN MARYLAND engines were the subjects of Jim Boyd's night session at Cass Railfan Weekend on May 28, 1984, with Shay 6 and the newly-acquired BL2 7172 posing for nearly 200 photographers. The CP ran the *Okanagan Express* (right) on the Kettle Valley line on May 19-21.

R.L. EASTWOOD, JR.

CHIP SHERMAN



BOUND FOR STRASBURG, SEPTA/Reading RDC1 9163 pauses at Parkesburg on April 14 just before dying. **CALTRANS'** prototype bilevel for San Francisco was at Nippon-Sharyo in Japan (below) on May 15.

GREAT WESTERN 2-8-0 51, on the "Polka Train," paused by SW9 121 at Windsor, Colo. on May 13, 1984. **GEORGETOWN LOOP** saw the first train over the newly restored "High Bridge" on June 1, 1984 (below), with Shays 14 and 8. The new track will open August 1.

GEORGE JESSE, JR.

LARRY W. RICHARDS

THE *GULF COAST LIMITED* departed Mobile on its maiden run to New Orleans on April 29, 1981.

CHIP SHERMAN

gauge Georgetown Loop Railroad and the Lebanon Mine, a working example of early-day mining. The reconstruction of the bridge was made possible by a $1 million grant from the Boettcher Foundation, and construction was begun in May 1983, with everything but the decking in place by the following winter. As soon as the weather permitted, the final deck and rail work was completed in the spring. The new bridge closely resembles the original but is of slightly more sturdy construction (for a comparison, see the photo of the original circa-1906 on page 43 of the July 1979 R&R). Railroad Builders of Englewood, Colo., will continue to lay track around the Loop and down towards Georgetown throughout June. The Colorado Historical Society will hold an official dedication ceremony of the completed Loop on August 1, 1984, celebrating Colorado Day, the date Colorado received statehood.

The Georgetown Loop Railroad, with some equipment lettered Georgetown, Breckenridge & Leadville, has been operating for several years from the upper end of the bridge site to the depot at Silver Plume with two Baldwin 2-8-0s and two ex-West Side Lumber three-truck Shays. With the trackage completed, its trains will traverse the entire Loop from Georgetown to Silver Plume. The first passenger-carrying train over the bridge was on June 1, 1984, with Shays 14 and 8 (lettered GEORGETOWN LOOP RAILROAD and ARGENTINE & GRAY'S PEAK respectively), a GB&L gondola and D&RGW caboose 0856—CHIP SHERMAN.

Alcos on the Octoraro

by Kermit Geary, Jr.

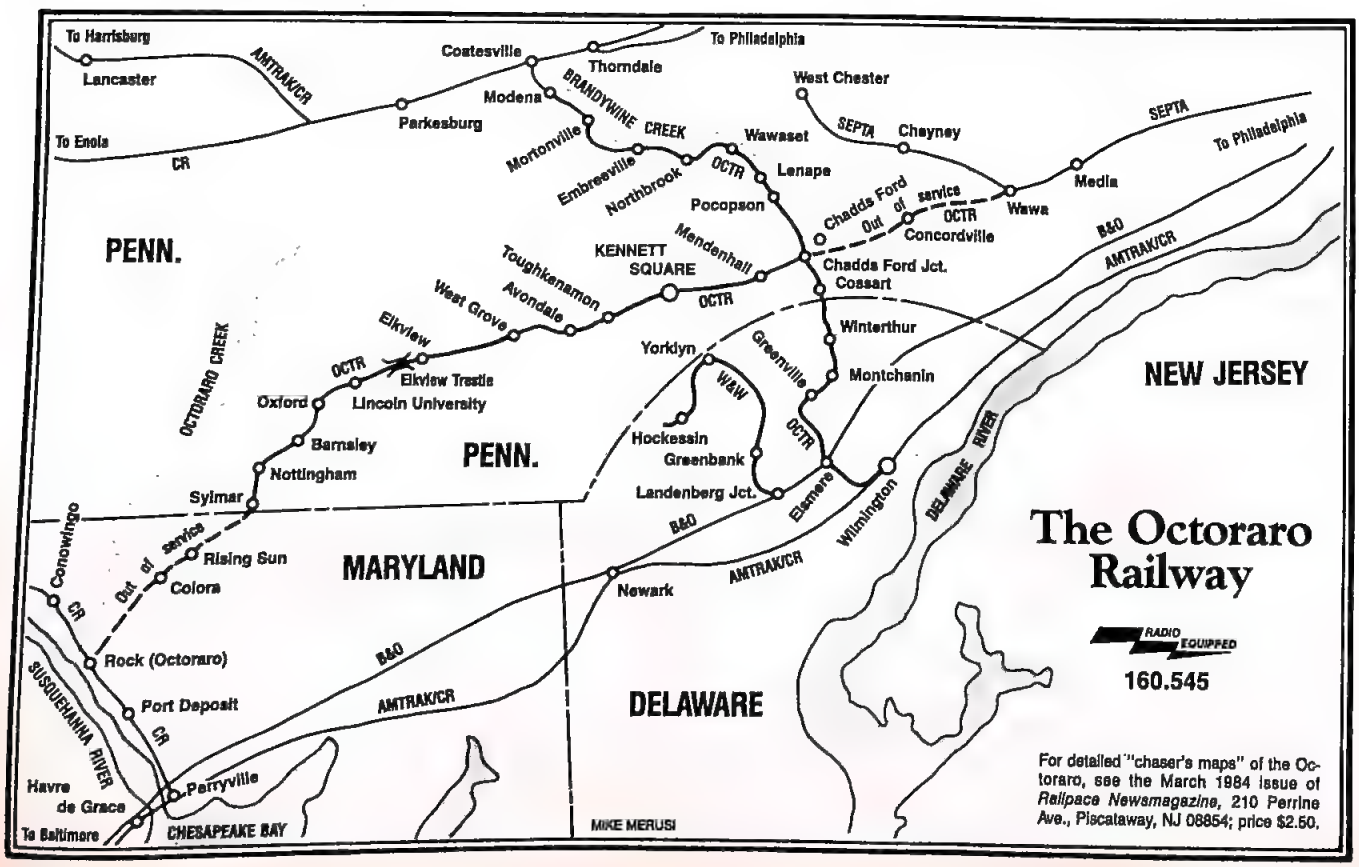
Two ex-TP&W RS2s and ex-B&O Alco switchers populate a railroad created from former-PRR and Reading lines.

Nestled among the gently rolling hills of Chester County, Pennsylvania, just west of Philadelphia, is one of the Northeast's most scenic and unremarked short lines, the Octoraro Railway. The road was little known beyond the local fans until it made national news in late 1983 by acquiring two Alco RS2s from the Toledo, Peoria & Western.

The Octoraro Railway was formed in 1976 when the Rail Development Corporation was brought in to operate the former-PRR branch from Wawa, Pa., to Colora, Md., which had been leased by Chester County from the Southeastern Pennsylvania Transportation Authority (SEPTA). That line was a portion of the former-PRR Maryland Division Octoraro Branch which stretched westward from Philadelphia through Media, Wawa, Chadds Ford and Oxford, Pa., to Octoraro, Md., where it connected with the Pennsy's Columbia & Port Deposit line along the Susquehanna River. The branch derived its somewhat unusual name from Octoraro Creek, which the line followed at its western end.

The Octoraro Branch was built as the Philadelphia & Baltimore Central, which had ambitions of establishing a route between Philadelphia and Baltimore but was thwarted by the inability to bridge the Susquehanna near Conowingo. Much of the proposed route on the west side of the river eventually became the south end of the Maryland & Pennsylvania, the famous "Ma & Pa." The P&BC east of the river was absorbed into the Pennsy in 1917. A 1930 *Official Guide* shows a half dozen motor car passenger trains each way a day between Oxford and Philadelphia with at least one through train each way a day over the line between Philadelphia and Baltimore via Octoraro and Perryville. Because of grade separations at the mouth of Octoraro Creek, the actual junction with the C&PD was a switch called Rock.

Although passenger service on the west end ended in the late 1940s, the east end of the line continued to hum with the passage of m.u. cars on the electrified Philadelphia-Media-Wawa-West Chester suburban service. In the late 1960s, under Penn Central, the west end connection was broken and the branch terminated at Colora, Maryland. When flooding in 1971 wiped out a portion of track just west of Wawa, the PC simply ceased operation of the line west of there—the only remaining connection the branch had with the outside world was a diamond with the Reading's Wilmington & Northern, and since the interchange wye had been long since removed, the cars trapped on the branch were transferred to the W&N by



RICHARD W. JAHN

crane at the crossing to get them out.

On the eve of the creation of Conrail in the early 1970s, SEPTA was eyeing the Octoraro Branch as a logical extension of its Media suburban line. With the aid of a federal loan, SEPTA purchased the line as a part of the Conrail start-up in the spring of 1976. SEPTA's goal at that time was simply to preserve the line, and it had no immediate plans for initiating service.

Chester County, Pennsylvania, however, had other ideas. Seeing rail service as essential to the economic health of its area, the county leased the line from SEPTA and brought in Mark Bennett of Baltimore with his Rail Development Corporation to operate the line west of Wawa as the Octoraro Railway. They still had the problem of the washed-out track and no interchange connection when the Octoraro came into being in September 1976, however.

The former-Reading's Wilmington & Northern, which crosses the Octoraro at Chadds Ford Junction, was at that time not included in Conrail but was owned by the states of Pennsylvania and Delaware, who were paying Conrail to service the line as a designated operator. Noting the high subsidy being paid Conrail, Rail Development made the states an offer to operate the W&N at a substantially lower rate, and in January 1977 the ICC gave its blessing to a transfer of operations from Conrail to the Octoraro. This was a significant move for the future of the Octoraro, for it not only increased its mileage from 41

FAR FROM PEORIA, ex-TP&W RS2 205, now Octoraro 5, is northbound with switcher 3 near Cossart on February 8, 1984. Chop-nosed TP&W 202, Octoraro 2, needs work and has spent most of its time at Kennett Square (**below**). At Chadds Ford Junction (**bottom**), the 205 is southbound on the Reading, while the 3 is on the new wye to the former-PRR line.

KERMIT GEARY, JR

RICHARD W. JAHN

RICHARD W JAHN

DEPOTS AND STRUCTURES are numerous along the Octoraro, making for interesting photography. The Winterthur, Del., depot is now privately owned but serves as a backdrop for No. 3 northbound on February 8, 1984 ("Yellowstone Day" 2-8-84) and 205 southbound (below) the same day. The 205 was smoking it up (right) leaving Mendenhall, Pa., on February 24, with a handsome structure behind.

to 71 but gave it a connection with the Baltimore & Ohio at Elsmere, Del., in addition to Conrail connections at both ends.

Rather than try to restore the washed-out line between Chadds Ford Junction and Wawa—where there was no business potential—the Octoraro opted to put in a new interchange wye at Chadds Ford Junction. While the old connection had been in the southwest quadrant of the junction, Chester County bought the property to build the new wye in the northwestern quadrant.

The Octoraro began operations with two Alco S2 switchers, former-B&O 9034 and 9063, although they were obliged to lease B&O SW1 8407 until an Alco could be made serviceable. They also briefly used GE 44-tonner 400 from the New Hope & Ivyland and former-Black River & Western GE 65-tonner 9, now on the Anthracite Railway.

Alco No. 3 (the former 9063) was the Octoraro's mainstay motive power until December 1983 when the two TP&W RS2s arrived. The 3 spent her early years on the Octoraro in almost featureless B&O blue, though recently she acquired yellow frame and end stripes along with cab lettering. As of May 1984, the RS2s have retained their TP&W red and white colors and have taken over most of the work. While the TP&W 205 (OCTR 5) is an essentially unaltered RS2, the 202 (OCTR 2) has a chopped short hood applied by the TP&W.

RICHARD W JAHN

KERMIT GEARY, JR.

The Octoraro's operations are based out of Kennett Square, Pa., which is just about the center of the system. The crews begin work on weekdays about 8:00 a.m. and go wherever the work demands. The line west to Oxford gets service about twice a week, while a job goes east to Chadds Ford Junction almost every weekday to work the north-south W&N line.

The Octoraro's east-west and north-south lines have rather different traffic patterns. Kennett Square has a slogan, "The Mushroom Capital of the World," and the line rambles through mounds of fermenting manure for the thriving mushroom industry. Revenue on the east-west line is derived from corncobs used for mushroom feed, untreated lumber for a creosoting plant in Oxford, and potatoes and vegetable oil for the large Herr's Potato Chip plant in Nottingham (warning, due to the pleasant odors of frying potatoes in the air around Nottingham, you *will* get a potato chip attack while waiting to photograph the train).

On its north-south line, the Octoraro provides the Lukens Steel mill at Coatesville with access to the B&O at Elsmere, Del., just outside of Wilmington, and the W&N line handles several carloads a week of slab and sheet steel bound for points on the Chessie. Inbound traffic includes carloads of scrap plus railroad equipment (cars and locomotives) off the B&O for the Luria Brothers scrap yard at South Modena (the scrap steel is then moved via Lukens' Brandywine Valley to the furnaces at Coatesville).

Both of the Octoraro's lines have abundant natural beauty, and there are a number of handsome old depots remaining along the way, though most have reverted to other-than-railroad use. Among the noteworthy depots are the former-Reading classics at Pocopson, Pa., and Montchanin, Delaware.

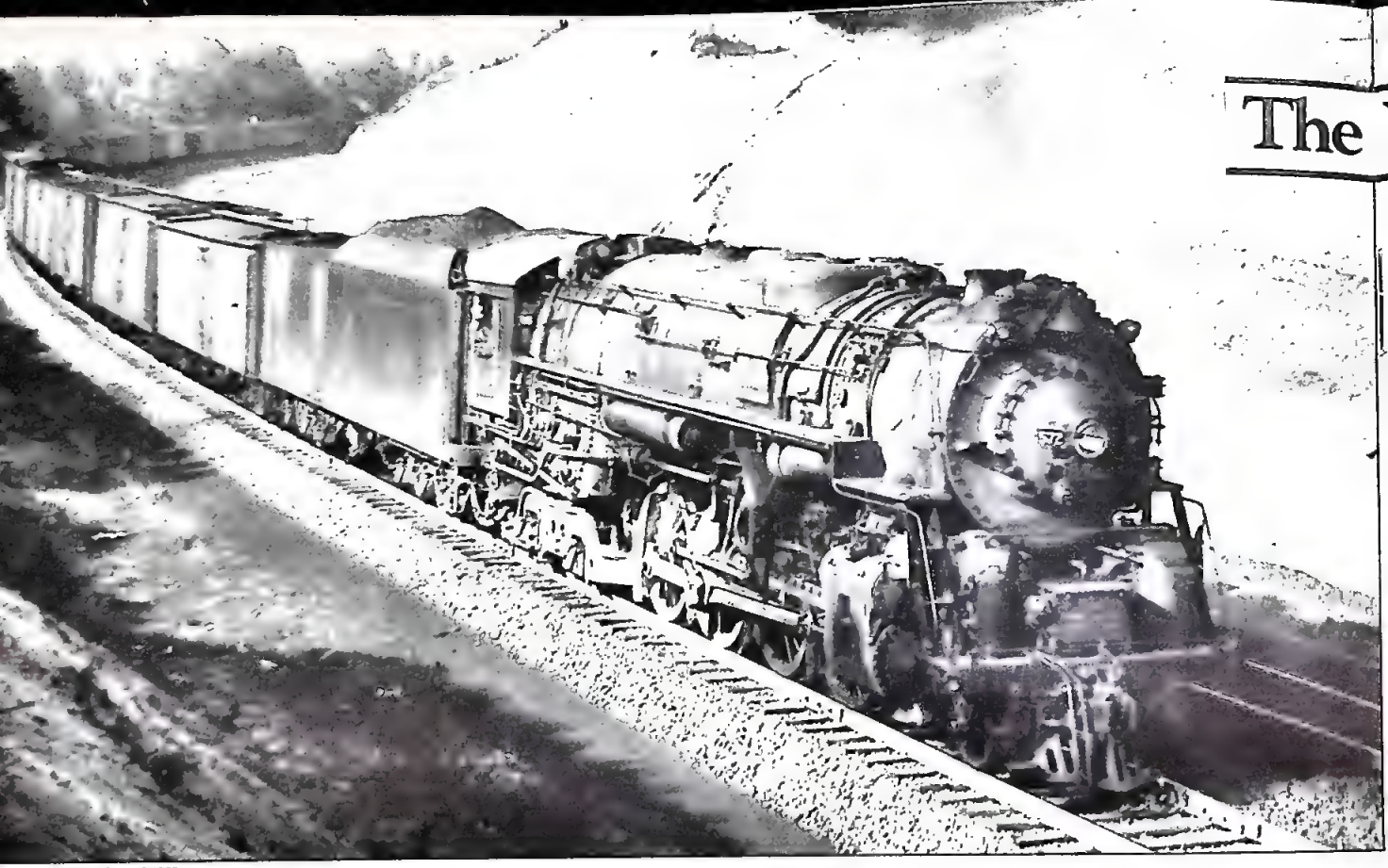
Since there is no enginehouse, all Octoraro equipment is kept outdoors at Kennett Square. The two RS2s and S2 No. 3 are considered serviceable, while switcher 4 is in need of heavy work which it may never receive.

Ever since its beginning, the Octoraro Railway has had a close relationship with the Historic Red Clay Valley organization and its Wilmington & Western tourist railroad which runs on the nearby B&O Landberg Branch. The Octoraro has hosted numerous steam excursions over its own lines with power including W&W's 4-4-0 98, Southern 2-8-0 630 and Royal Hudson 2839.

When the W&W recently acquired ownership of the Landenberg Branch from the B&O, the Octoraro became the designated operator of the line for freight service—its primary customer being National Vulcanized Fiber at Yorklyn, Delaware. The Octoraro provides service as needed, about once a week, using the W&W's ex-B&O SW1 8408, which is kept with the museum's steam equipment just outside Wilmington.

The management of the Octoraro is friendly toward railfans who behave in a courteous and safe manner and who check in first at the office at Kennett Square. With its Alcos and picturesque countryside, the Octoraro shouldn't remain "unremarked" for long.

The



HERBERT H. HARWOOD

The May and July 1984 issues described the development of the first "Van Sweringen" Berkshires, the Nickel Plate's Alco-built Class S, from the Erie 2-8-4 and C&O 2-10-4 and outlined the subsequent production of nearly identical machines for the Pere Marquette, C&O, Virginian and W&LE, along with a similar design by Baldwin for the L&N. In the midst of World War II, yet another railroad would opt for the proven performer.

The RF&P's NKP Berks

The Richmond, Fredericksburg & Potomac purchased ten Berkshires from Lima in 1943 that are duplicates in practically every dimension—major and minor—of the ten NKP S-1s under construction at the same time. Whether they are "family" or not is debatable. True, RF&P and C&O did have more in common than L&N and C&O. All three were Southern roads, but Richmond is a long way from Louisville, and C&O and RF&P were both headquartered in Richmond. Further, C&O owned one-sixth of the Capital Cities Route. Yet RF&P generally pursued its own course, and all the roads had in common was the Georgian tradition: both named their Northerns (which they did not call Northerns) after famous Virginians, and both applied "gold braid" as trim on their locomotive paint schemes (on C&O at least through World War II).

Why did the RF&P buy Berkshires when 4-8-4s were the preferred power for this bridge route involving "hot" perishable freight, quality "varnish," and low gradients? David Morgan, in *Railroad History* (1973) wrote: "Acquisition of ten 2-8-4s by the RF&P would appear to compromise its stance as a one engine . . . railroad, but correspondence with its present president [Stuart Shumate] indicates that the Berkshires were an unavoidable wartime purchase. The need to obtain additional engines with minimum delay took precedence over the desire to standardize on a single wheel arrangement."

Emphasis should be placed on "with minimum delay," for it was not a case of the War Production Board restricting a new design. Rather, the purchase took place because early in 1943 WPB had asked several railroads to pool orders of ten or less. Thus did RF&P take the first ten Berkshires scheduled for delivery to the NKP in that quarter, and the ten for the NKP were put behind the RF&P's. This reversal accounts for the RF&P engines having order and construction numbers higher in sequence than the NKP, even though delivered earlier. The RF&P had taken delivery of six new "Governor" 4-8-4s from Baldwin late in 1942, the last in December, just a month ahead of the delivery of the first of its ten 2-8-4s. Obviously, the customary nine months had not elapsed between placing an order and

A.A. THIEME CHARLES T. FELSTEAD COLLECTION

Part Three

The Van Sweringen Berkshires

Van Sweringen Berkshires

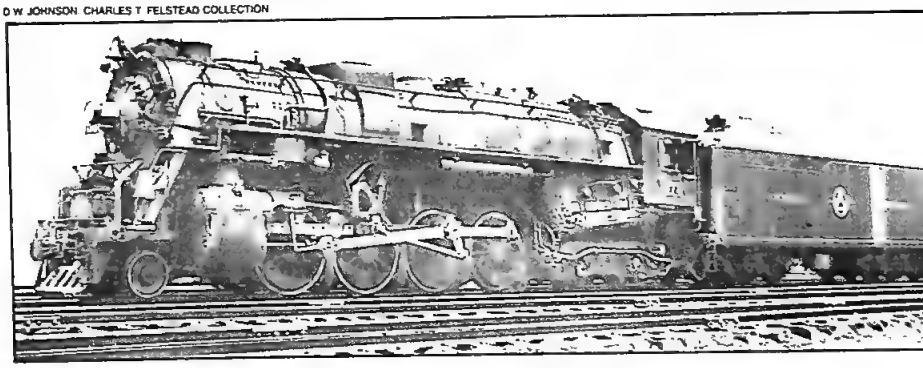
by Eugene L. Huddleston

the "birth" of the locomotive. RF&P, late in 1942, found itself in a real motive power crisis because tonnage normally moving at sea up the coast was now moving by rail and because of numerous troop trains generated by the many forts and camps in RF&P territory. S. Kip Farrington, Jr., in *Railroads at War,* notes that in 1943 the average daily load of freight trains was 46 and of passenger 57. On April 21, 1943, the RF&P handled between Richmond and Washington a total of 131 trains! NKP at this time was not in such a bind.

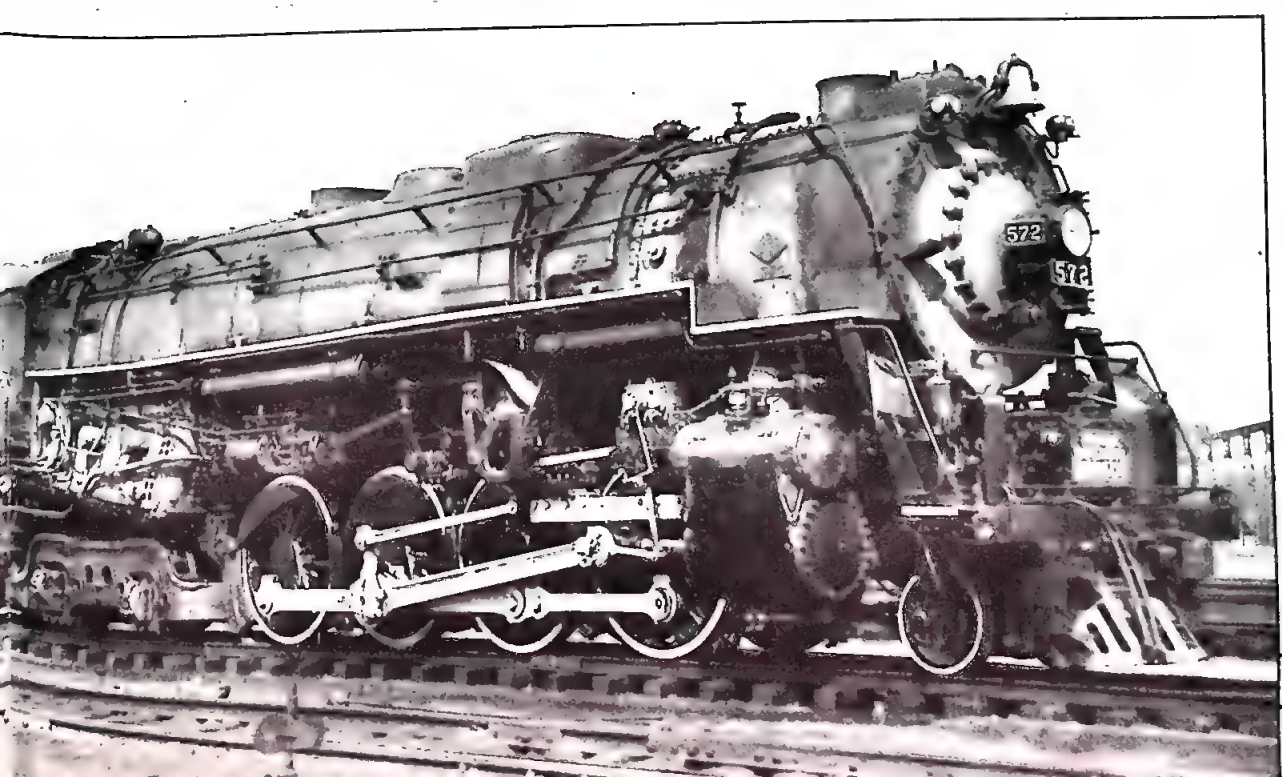
Thus did RF&P acquire its first steam locomotives with two-wheel leading trucks. The significance of the complications regarding the order is that the road had options with Lima to purchase other locomotives than the Van Sweringen Berkshires. It could have shared the 25 New York Central Mohawks (4-8-2) delivered between November 1942 and March 1943, or if it had been willing to wait three months, it could have had its 4-8-4s by going in with Southern Pacific and Western Pacific and adding to the twelve already pooled *Daylight* dual-purpose Northerns. (Delivery of these locomotives began in June 1943, even though their shop order and construction numbers preceeded those of the RF&P 2-8-4s and followed those of the NKP 2-8-4s.) Likewise, if RF&P had gone back to Baldwin, it could have presumably pooled into the ten A-5 Northerns delivered early in 1943 to the Northern Pacific. (RF&P would purchase more of its own 4-8-4s from Baldwin before the end of the war.) Another source of quick power would have been Alco, which was building Northerns for the Delaware & Hudson that, like the NKP 2-8-4s, had been ordered early in 1942 with delivery scheduled in the first quarter of 1943.

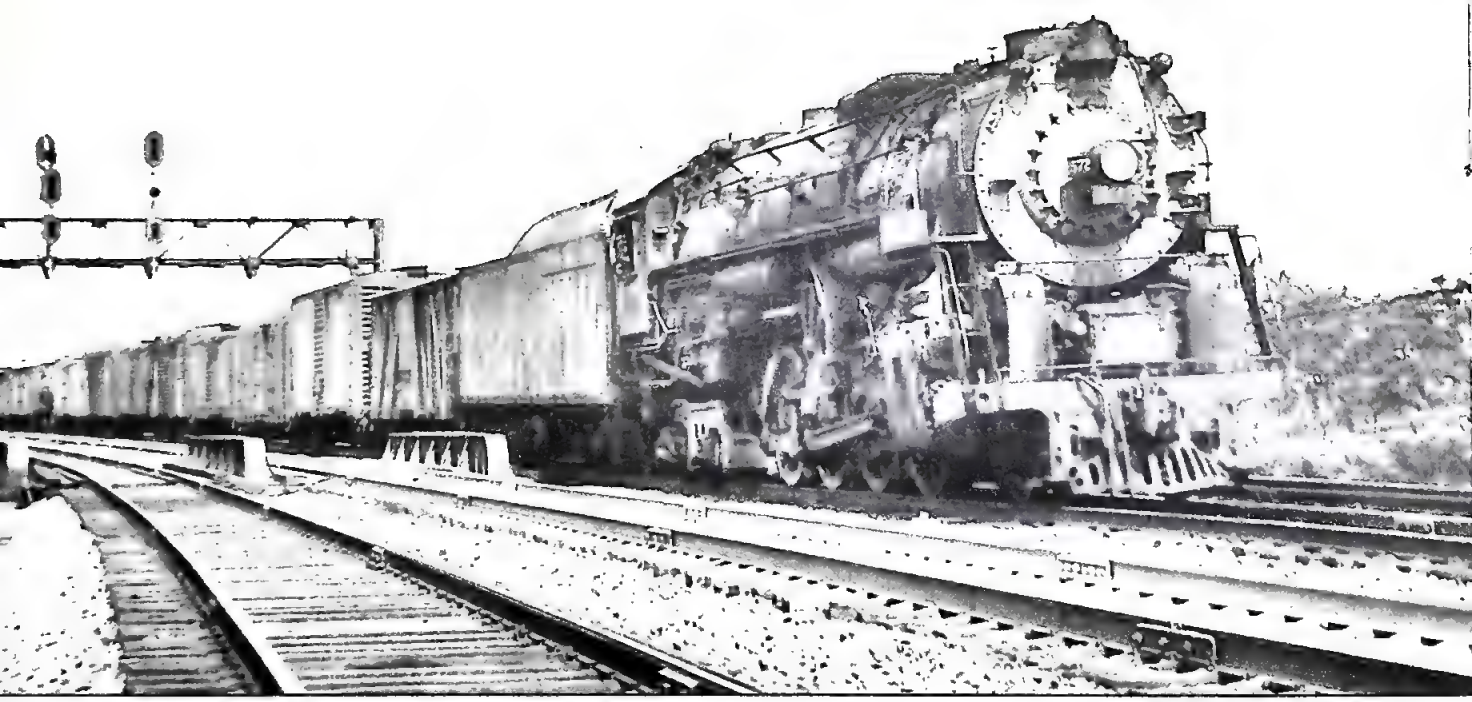
Thus if RF&P had waited a little longer, it could have had dual-service 4-8-4s. And presumably it would have been able to wait, for the eight road locomotives leased from the C&O in 1942, as well as six switchers from C&O and PRR and returned on receipt of the 2-8-4s, could have been kept longer. But likely RF&P was not going to have eight-coupled locomotives with four-wheel engine trucks if that meant imitating the NYC, WP, SP, D&H or NP. But it would imitate the Nickel Plate and Pere Marquette to get its badly needed locomotives because it knew the reputation of the Van Sweringen Berkshires. The road might have been less concerned with holding to just one wheel arrangement, if it had known about a point later made (by Brian Reed) about locomotive speed: that the late development of steam showed

D W JOHNSON CHARLES T FELSTEAD COLLECTION



RICHMOND, FREDERICKSBURG & POTOMAC 572 was one of ten built to NKP design in 1943. Both roster views were taken in Richmond in 1949. She was southbound at Franconia, Va., (opposite left) in 1947.





THREE PHOTOS: HERBERT H. HARWOOD

"that speed was no longer proportional to wheel diameter."

The RF&P and NKP Berkshires, built off the same plans, obviously closely resembled each other: the same principal dimensions (including 25" X 34" cylinders), cab proportions, friction bearings, Baker valve gear, and three main air reservoirs placed in precisely the same positions under the running board. The arrangement of appliances on the front end was basically the same—headlight in middle of smokebox door and twin shields over air pumps—but it stood out, in contrast to the NKP and PM, with its train control box, cast steel pilot and lack of headlight visor. Further individualizing the machines, as long as they were kept clean, was a paint scheme strictly in the Georgian tradition—including piping and strip-

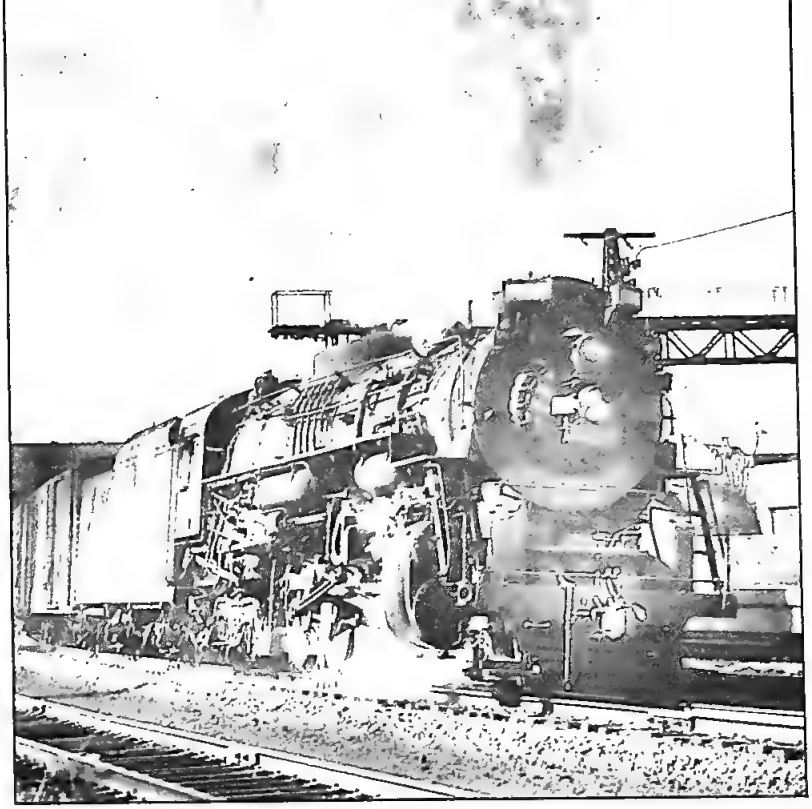
All-Time Roster

RR	NUMBERS	BUILDER	DATE	CYL.	B.P.	T.E.	NOTES
NKP	700-714	Alco	1934	25x34	245	64,100	Class S.
W&LE	6401-6410	Alco	1937	25x34	245	64,100	Became NKP 801-810, Class S4.
PM	1201-1215	Lima	1937	26x34	245	69,350	Class N. 1211-1215 booster equipped. Became C&O Class N3 2685-2699.
W&LE	6411-6415	Alco	1938-9	25x34	245	64,100	Became NKP 811-815, Class S4.
W&LE	6416-6422	Alco	1941	25x34	245	64,100	Became NKP 816-822, Class S4.
PM	1216-1227	Lima	1941	26x34	245	69,350	Class N1. Became C&O Class N1 2650-2661.
NKP	715-739	Lima	1942-3	25x34	245	64,100	Class S1.
L&N	1950-1963	Baldwin	1942	25x32	265	65,290	Class M1.
W&LE	6423-6431	Alco	1942	25x34	245	64,100	Became NKP 823-831, Class S4.
C&O	2700-2739	Alco	1943-4	26x34	245	69,350	Booster equipped.
RF&P	571-580	Lima	1943	25x34	245	64,100	
NKP	740-769	Lima	1944	25x34	245	64,100	Class S2.
PM	1228-1239	Lima	1944	26x34	245	69,350	Class N2. 1235-1239 booster equipped. Became C&O N2 2670-2681.
L&N	1964-1969	Baldwin	1944	25x32	265	65,290	Class M1.
C&O	2740-2749	Lima	1945	26x34	245	69,350	Booster Equipped.
VGN	505-509	Lima	1946	26x34	245	69,350	Class 8A.
C&O	2750-2759	Lima	1947	26x34	245	69,350	Booster equipped.
C&O	2760-2789	Alco	1947	26x34	245	69,350	Booster equipped. 2785-2789 welded boilers. C&O 2700-2789 Class K4.
L&N	1970-1991	Lima	1949	25x32	265	65,290	Class M1.
NKP	770-779	Lima	1949	25x32	245	64,100	Class S3, 779 Lima's last steam locomotive for U.S. customer.

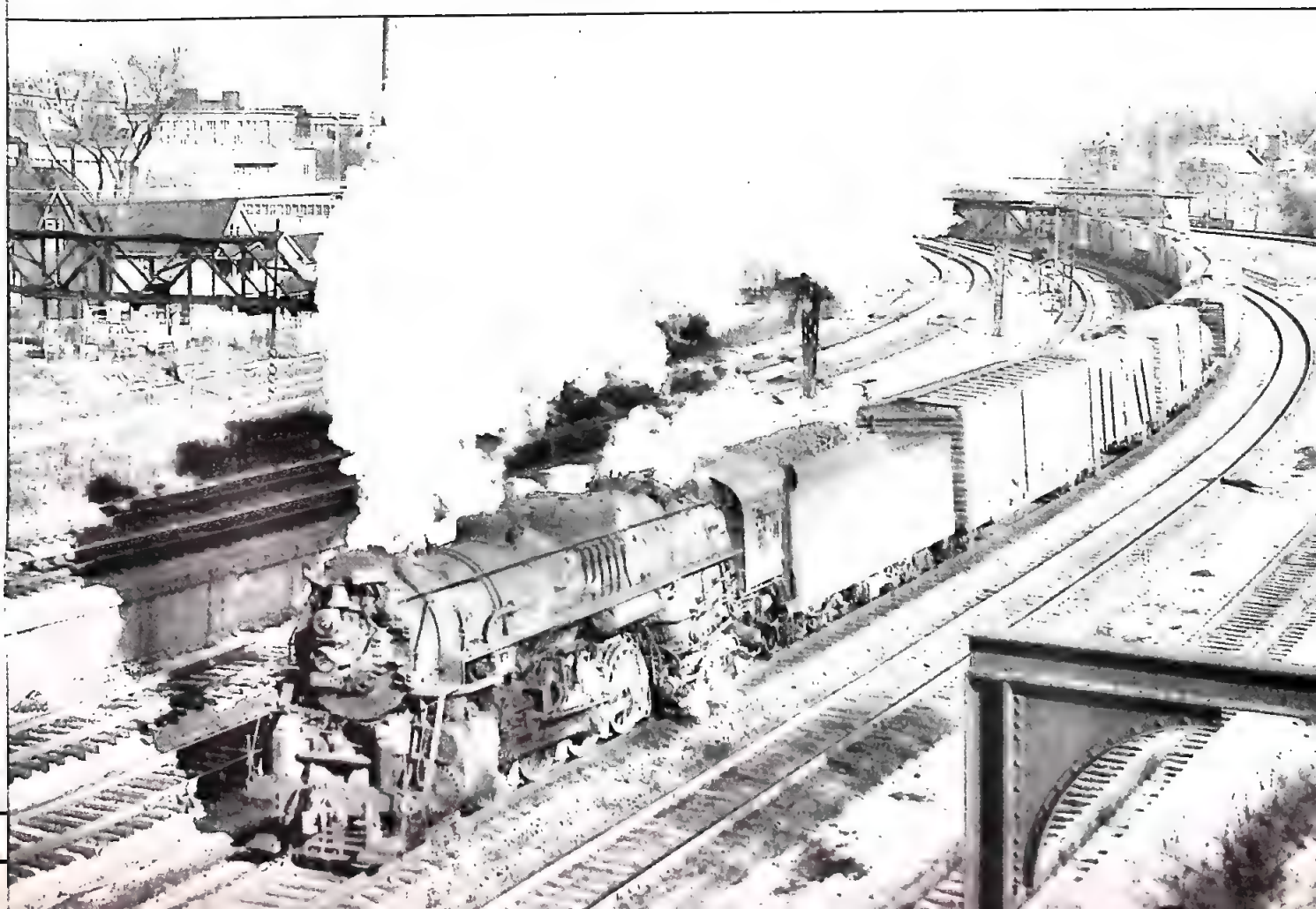
ing. Further distinctions from the NKP and PM styling were an inboard bearing (36") engine truck—like the L&N and W&LE 2-8-4s—and a medium-sized sand box set ahead of the steam dome, with sand pipes and valves covered. In this particular, the RF&P design was identical with the L&N's. Because the RF&P was made off the same drawings, jigs and dies as the NKP 2-8-4s, it belongs in the Van Sweringen family. On the other hand, there are enough individualizing details that the designation "half-sister" might be appropriate.

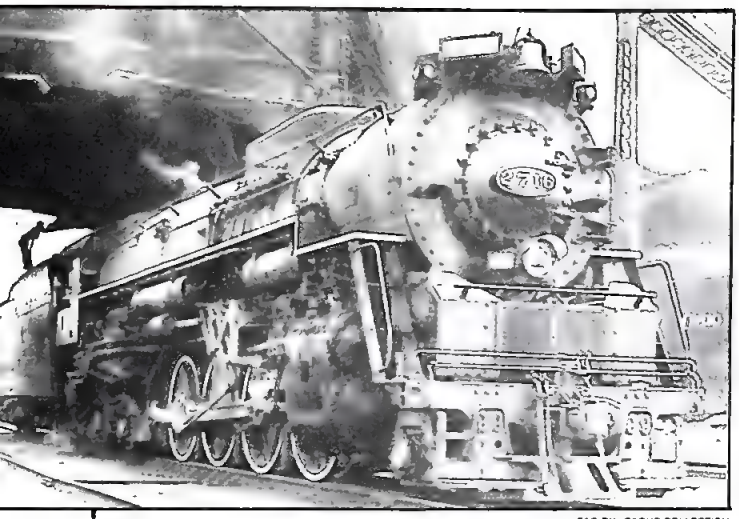
The last Van Sweringens

After Virginian received its five of the "family" in 1946, NKP and C&O kept cloning their 2-8-4s until C&O attained 90 in 1947 and the NKP 80 in 1949. The best proof of the superiority of the design is in the fact that the NKP and L&N 2-8-4s were about the last steam locomotives built commerically for use in the United States. Lima had won the bid for the second order of L&N M-1s, and on May 11, 1949, no. 1991, the last of the order, left the plant just two days before NKP 779, the last Lima-built steam locomotive, and just short of being the last from any major builder for domestic use. A better performing, higher horsepower, general-utility

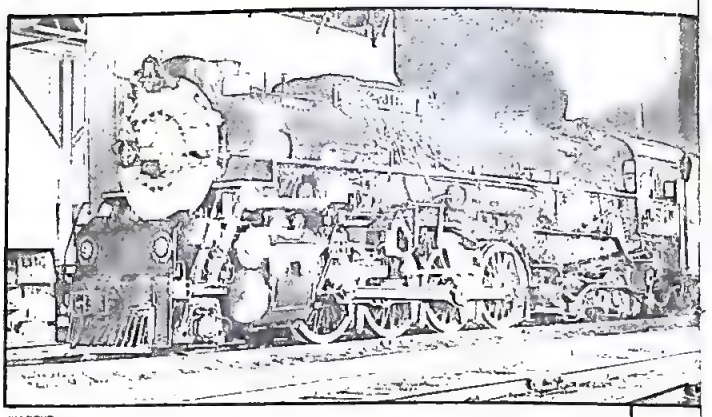


THE VERY LAST Van Sweringen Berkshire—and last U.S. steam loco built by Lima—was Nickel Plate 779, preserved in Lima, Oh. In March 1958 she had Second OB-2 eastbound (above) at Fairhill Road, Cleveland, and in January 1958 had NC-3 at the same location (below). RF&P 572 (opposite left) was at Alexandria in 1947.





C&O RY C&OHS COLLECTION



JIM BOYD

C&O 2716 shown under the Russell, Ky., coal dock in July 1945 (left), looked quite different after overhaul by the Southern as evidenced in Greensboro, N.C., in July 1982.

The Southern's Van Sweringen Berkshire

In its November 1982 issue, RAILROAD MODEL CRAFTSMAN presented its Dremel Kitbashing Award to the Southern Railway's Master Mechanic—Steam Power Bill Purdie for converting a 12″=1′ C&O Kanawha into a Southern Berkshire. It is well known that in its "regular" steam history, the SR never owned a locomotive with a four-wheel trailing truck, but in its 1970-80s excursion steam program operated no less than three (T&P 2-10-4 610, CPR 4-6-4 2839 and C&O 2-8-4 2716). Although all were ultimately lettered SOUTHERN, only the 2716 was given extensive cosmetic alteration. The resulting appearance was distressing to those who would have preferred to see her in authentic C&O configuration, but the change was understandable considering how distinctive the C&O "look" is and how inappropriate the operation of a C&O engine would be on its arch-rival Norfolk Southern lines.

The 2716, as she appeared in her 1981-82 excursion seasons before being sidelined with boiler problems, was an interesting study of what might have resulted had the Southern been forced to buy new steam power during World War II instead of being able to buy FT diesels, as actually happened. In that issue of RMC we related the following hypothesis:

"Suppose that as the war effort intensifies in 1942 the Southern Railway is feeling the pinch of ever-increasing traffic on its well-maintained but aging fleet of World War I-era steam power. Big 2-10-2s are fighting it out with Saluda, and Mikes and Mountains are racing up and down the Rat Hole with all the tonnage they can handle. But more power is needed, and EMD is unable to allot more than a token of its FT diesel production to the Southern (in reality, it was the FTs that 'saved' the Southern during the War).

"What the railroad needs is a powerful but fast freight engine that will be capable of pitching in on passenger service if needed. The locomotive builders are queried about designs in or near production that meet these qualifications, and Alco replies that it has 40 dual-service 2-8-4s on order for the C&O and ten similar engines for the W&LE, while Lima is working on almost identical engines for the Nickel Plate and RF&P. With that many in production, they must be pretty confident of the design—and that's the size engine the Southern needs. The board of directors approves, as does the War Production Board, and in early 1943 the SR has Alco tack 20 more locomotives onto the C&O production. Like the C&O, the SR engines will be numbers 2700-2719, intended primarily for service on the undulating Washington-Atlanta main.

"But even in wartime, the SR is not the C&O, and a few changes are in order. The headlight will be centered on the smokebox, and a conventional boiler-tube pilot—albeit with wider footboards—will replace the C&O's odd little cast job. Since these engines stand to replace fleet-but-overloaded Ps-4's on heavy passenger trains as well as Mikes on freight, they are given black jackets but Southern-style gold passenger trim.

"Thus, the Southern Railway receives its first Super Power locomotives—the only engines on the system with a four-wheel trailer truck. A few small bridges on the line are beefed up to handle the 2700s' weight, and soon the big Berks are moving freight up and down the main line at 50 m.p.h. and batting the swollen 20-car consist of the *Birmingham Special* over the road at 70. By the end of the war they are dirty and high on mileage but still going strong. As the pressure eases, the Southern 'style' returns. Steam-trainline-equipped 2716 is one of the engines assigned to the Greensboro North End passenger pool and has her gold striping renewed and the traditional eagle mounted over her now-twin-sealed-beam headlight. Between passenger assignments the 2716 often catches hotshot freights out of Alexandria and occasionally rubs shoulders at Potomac Yard with the RF&P's Van Sweringen Berks.

"The 2716 misses by a week being the SR's last steam locomotive in service—that honor falls to Ms-4 Mikado 6330 at Chattanooga on June 17, 1953—but is set aside for preservation along with Ps-4 1401. The Ps-4 goes to the Smithsonian, but the 2716 is 'forgotten' for many years, stored behind Atlanta's Pegram Shop until finally donated to Louisville's Kentucky Railway Museum. Then along comes Graham Claytor, 4501 and the Southern steam program, and a decade later the 2716 is in the hands of Bill Purdie's crew at the Birmingham steam shop. The rest is history."

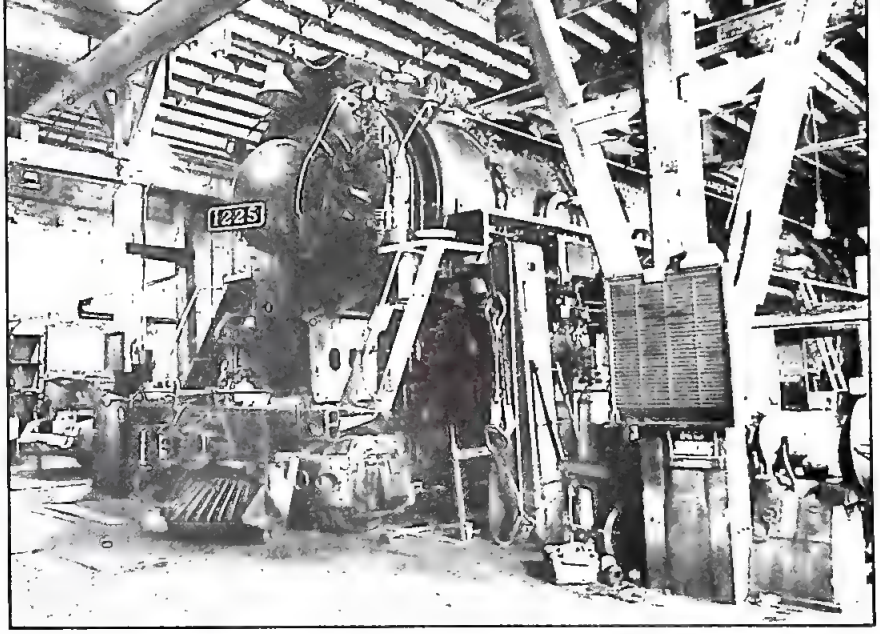
Of course, this "history" of the 2716 is purely hypothetical, but it is not far from what could have happened had the Southern been forced to stay with steam in the war years. And it certainly makes the "never-was" image of the 2716 a lot more intriguing as a living example of the "Southern's wartime Van Sweringen Berkshires."

At the present time, the 2716 is stored at Birmingham with some major boiler problems. Norfolk Southern has made no decision as to whether she will be restored to excursion service or returned as C&O 2716 to the Kentucky Railway Museum—J.B.

freight locomotive was never developed, as witness the repeat orders from 1934 to 1949, and its adoption by roads pursuing motive power policies independent of the one-time Van Sweringen controlled lines.

One can choose from the various roads his favorite locomotive, based on aesthetics or application of appliances and construction features marking a truly modern steam locomotive—namely, roller bearings on all axles, a booster, cast steel engine bed with cylinders cast integral, and air after-cooler. If one uses these features as criteria, the L&N M-1 and C&O K-4 would be the favorite of many, since both were so equipped. If one uses aesthetics for judgment, there can be no argument about the best design because taste is purely a subjective standard. Some would argue that, whatever one's preferences, all these Berkshires—NKP, PM, W&LE, C&O, L&N, VGN, RF&P—were basically alike in performance, because their differences were much less significant than their similarities. If one has seen NKP 759 perform, or the 765, or C&O 2716—disguised in Southern dress—or PM 1225 (after restoration is completed), he has seen them all, they would say. Others—like James Cunningham, retired chief engineer of Canadian Locomotive—believe these 2-8-4s were not all basically alike because booster and roller bearings—plus 26-inch cylinder bore over 25-inch—did make the critical margin of difference. And laying aside these factors, there are still two others that are obviously critical in measuring performance—the right grade of stoker coal and a competent and experienced engineer and fireman.

Despite anyone's attempt to objectify measurement of performance, there will still be those who say, like those dedicated to restoring ex-Pere Marquette 1225, that there is something special about a particular locomotive. For in the mystique of the steam locomotive, a cardinal part of the creed is the individuality of each machine—that each is different in performance and handling.



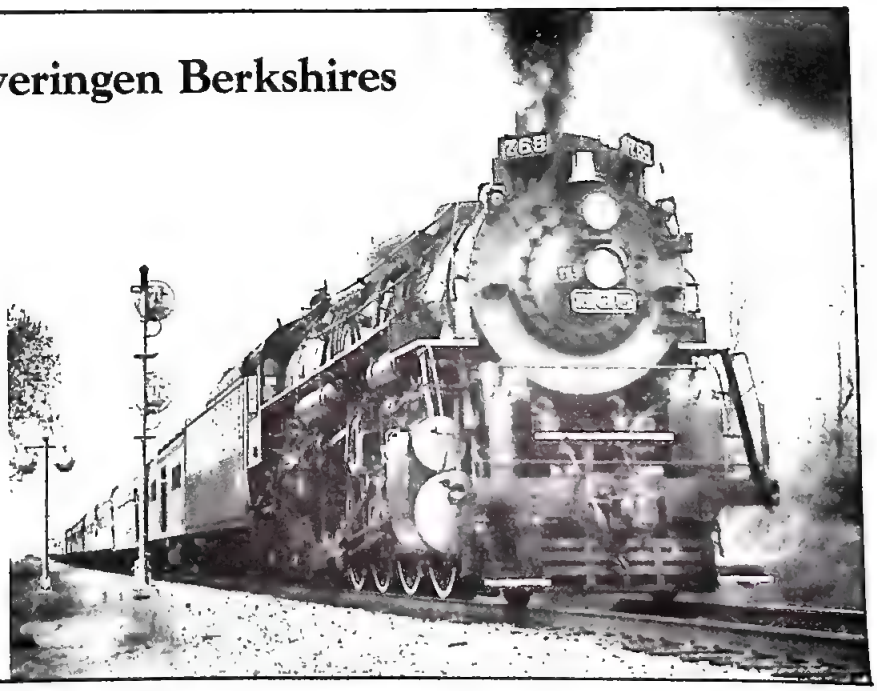
AARNE FROBOM

ONE VAN SWERINGEN Berkshire is in service in 1984, Nickel Plate 765, in the hands of the Ft. Wayne Railroad Historical Society. She was on a W&LE Toledo to Bellevue, Oh., excursion (below) in May 1983. Meanwhile, restoration is nearly complete on Pere Marquette 1225, being overhauled by the Michigan State University Railroad Club in the old Ann Arbor backshop (above) in Owosso, Michigan.

Preserved Van Sweringen Berkshires

RR	NUMBER	LOCATION
NKP	755	Conneaut, Oh.
NKP	757	Strasburg, Pa.
NKP	**759**	**Bellows Falls, Vt.**
NKP	763	Roanoke, Va.
NKP	**765**	**Ft. Wayne, Ind.**
NKP	779	Lima, Oh.
C&O	2700	St. Albans, W.Va.
C&O	2701	Buffalo, N.Y.
C&O	2705	Baltimore, Md.
C&O	2707	Cincinnati, Oh.
C&O	**2716**	**Birmingham, Al. (KRM)**
C&O	2727	St. Louis, Mo.
C&O	2732	Richmond, Va.
C&O	2736	Green Bay, Wi.
C&O	2755	Logan, W.Va.
C&O	2756	Newport News, Va.
C&O	2760	Lynchburg, Va.
C&O	2776	Washington C.H., Oh.
C&O	2789	Peru, Ind.
PM	1223	Grand Haven, Mi.
PM	**1225**	**Owosso, Mi.**

Engines shown in bold type have been or are being restored for service.



JIM BOYD

The Van Sweringen Berkshires

Alco's Unfortunate C415

by Win Cuisinier

J.M. BOYD

At irregular intervals throughout history improved versions of the wheel have been invented and introduced to the eagerly waiting world with great expectations for their ultimate success—in other words, folks seem compelled to reinvent the wheel. The Alco Century 415 of 1966 was just such a case. The Century 415 "utility" locomotive, heralded as an innovative advance in the technology of locomotive design by Alco at the time of its introduction, generates more outspoken commentary on its features—some positive and much negative—than do most diesel locomotives. Depending on whom you chose to question, the Century 415 may be described as everything from an adequate performer which was an unfortunate victim of Alco's decline in the locomotive market, to a lukewarm rehash of features from the stone age of diesel design displaying all the drawbacks which caused those features to be abandoned in the first place. One thing is for sure, few people who came in contact with the machine from an operating or maintenance standpoint hesitate to comment about it, whether positive or negative.

For the product of a company which had produced such functional and attractive roadswitcher designs as the RS1, RS3 and RS11, the Century 415 was a move in an unusual direction. It combined, for the sake of *improved operator visibility,* a cab design which had the appearance of a frustrated attempt at designing an airport control tower, with a hood and underframe which looked prepared to reject any attempt at mounting a cab of any design on them. The result is an awkward looking slightly-off-center cab locomotive which falls neatly into the nebulous grey zone between the GP and RS roadswitchers and the conventional end-cab switching locomotives. While the utility locomotive managed to achieve some of the advantages of each of its contemporaries, it also inherited some of the drawbacks of each, as well as creating a few new problems of its own.

The attempt at creating a center-cab locomotive using a single diesel engine of adequate power output for both road and switching use posed some impressive design problems. In view of the need for a diesel prime mover of small overall dimensions to fit under a very short hood, the powerplant selected was rather uncommon: Alco's "V" configuration eight-cylinder 251 engine. The largest usage of this engine was not in locomotives, but rather in military and commercial power generating applications. Fifty one of the machines live on Navy LST's as ship's service generators, and another 17 travel the world in mobile power generating equipment operated by the Navy. Some of the eight-cylinder 251s were sold overseas and are residing in Indonesia, Saudi Arabia, Nigeria and Abu Dabi in power generating applications.

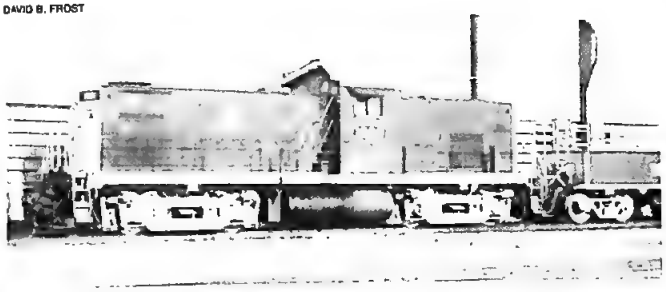
The engine is a particularly complex machine and was a late addition to the 251 series, following the inline six and the V-configuration twelve and 16 cylinder models by many years. The problems of designing an eight-cylinder V engine with an angle of 45 degrees between banks of cylinders have always been particularly complex, since large force reactions which are difficult to balance are experienced as a result of the orientation of the crankshaft throws. These forces tend to rock the engine end-to-end and would create tremendous vibration in the mounting if not damped out in the engine. In the eight cylinder 251, Alco chose to counter the effect through the use of two heavy balance shafts in the lower base of the engine, driven by a gear train from the engine crankshaft, which rotate in time with the crankshaft and provide an opposing force couple.

While this might at first seem a simple solution, in practice it has been quite difficult to implement. Although the balance shafts may damp out the external evidence of vibration, tremendous levels of stress are encountered in the engine structure and bearings during high-r.p.m. operation, introducing additional maintenance requirements for the balance shafts and their bushings. Other manufacturers of diesel engines have incorporated a variety of balancing features into their eight cylinder engines with varying degrees of success, but the design of eight cylinder diesels in 45° V configuration is still a complex problem.

While the V-8 251 was almost two feet shorter than the inline six-cylinder 251, it was still a fairly large engine to try to fit under one hood of a center-cab locomotive, as well as a substantial weight which had to be balanced by auxiliary equipment and ballast in the other hood.

In the interest of keeping the critical lube oil piping between the engine and its filter tank and oil cooler as short as possible so that oil pressure buildup is not delayed on startup, the lube oil related accessories had to be kept in the same hood with the prime mover. This left no room up front for the air compressor, which had to be mounted in the rear hood along with the cooling fan, fan drive and the eddy current clutch which controls fan engagement. The power required to drive both the air compressor and fan on a single driveshaft was quite impressive—more than could be provided by the small drives sometimes piggybacked to GE generators to power traction motor blowers—so it was necessary to mount the prime mover with the generator positioned toward the front end of the locomotive, and the normal "front" of the diesel engine positioned inboard toward the cab, in order to allow a power takeoff to be fitted to the front of the crankshaft. This drove a long driveshaft, which was supported under the cab floor by a pedestal bearing, connected to a second shaft which reached back to the air compressor. From the compres-

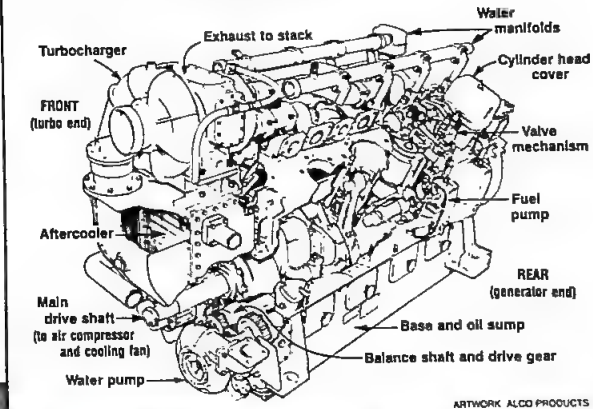
DAVID B. FROST



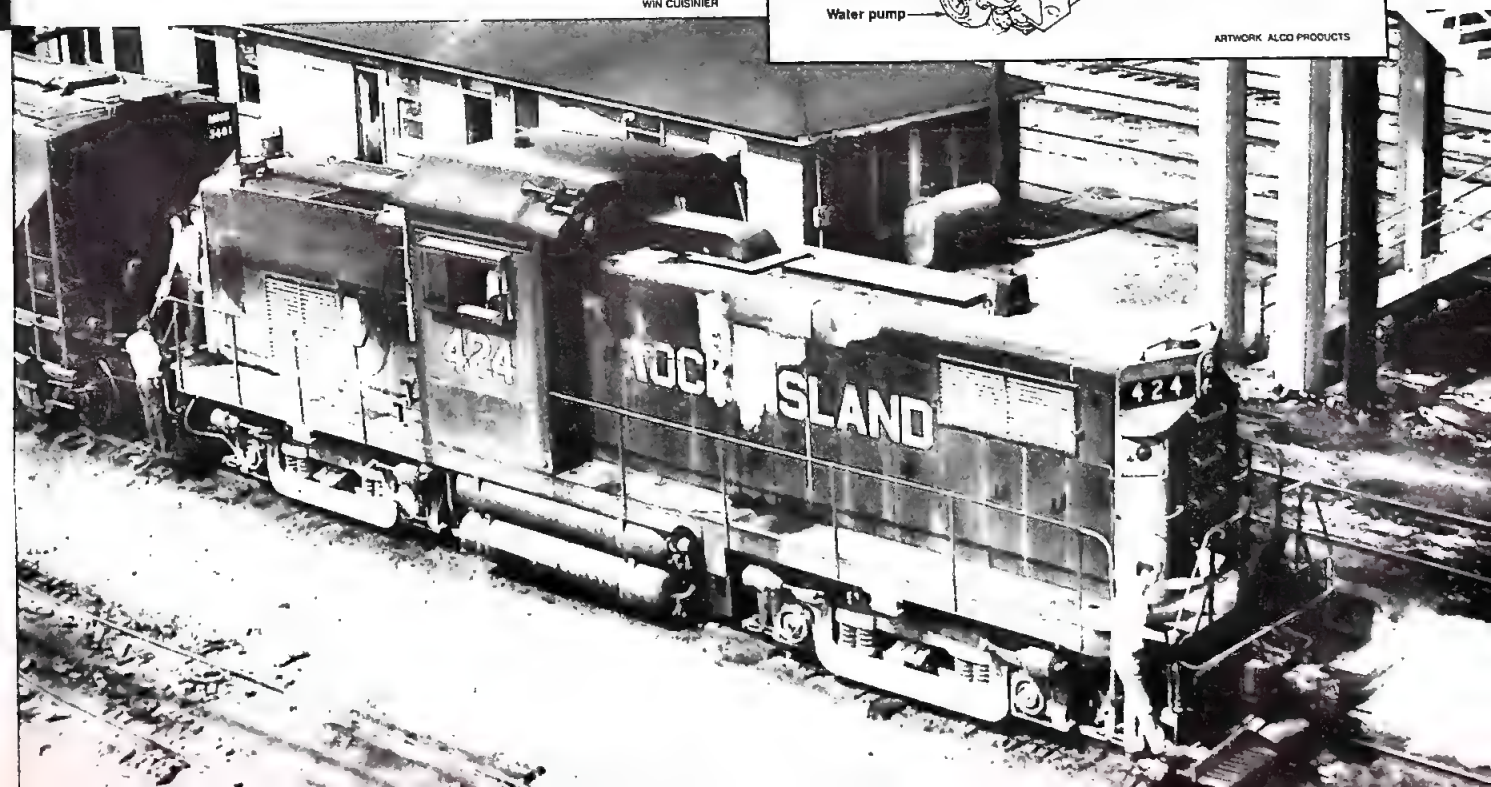
DEMONSTRATOR 415 is shown (left) on the Milwaukee Road in Minneapolis in 1967—the upside-down reflection a forecast of her future service as Hammersley Iron 1000 in Australia. Rock Island 424 (below) at Blue Island in May 1977 shows typical "weathering."

WIN CUISINIER

Alco 251 V-8 diesel



ARTWORK ALCO PRODUCTS



WIN CUISINIER

MISMATCHED IN COLOR—417 in bright red and yellow, 418 in maroon and faded yellow, plus a blue caboose—and laden with enough grime to effectively enhance their adhesion, two C415s leak their way across the diamonds at Blue Island on May 29, 1977.

sor an additional short driveshaft powered the fan drive. The one benefit of this unusual underhood arrangement was the positioning of the lube oil filter tank and oil cooler (which need to be close to the front end of the diesel engine); they ended up sandwiched in between the prime mover and the cab.

The unusual equipment arrangement was a throwback to the days of high hood switchers and re-introduced some of the problems which had caused the front-mounting of the generator to be abandoned as a result of Alco's experience with those locomotives many years earlier. Having the generator farthest from the cab required both control and power cables between the generator and the main electrical cabinet to run much of the length of the locomotive, past the diesel engine, a situation made worse in the C415 by the location of the electrical cabinet in the *rear* hood, rather than the front. This made inspection and replacement of cables quite difficult, in addition to invariably exposing them to oil. Some of the C415 production run had an additional problem which surfaced shortly after aluminum power cables began to be applied to locomotives throughout the industry. Bus bars and fittings proved to be chemically active with the cables, resulting in corrosion, hot spots and cable burnouts.

The isolation of the prime mover from the radiators and cooling fan resulted in the need for long runs of cooling water piping under the cab, where the pipes were subject to the stress and movement of the underframe and were difficult to inspect for leaks. The arrangement of the cooling system also resulted in the need to put the cooling water expansion tank in the roof of the cab, since the high points in both the radiators and the engine cooling system piping had to be vented upwards to the expansion tank to keep them from becoming airbound. The only place these vents from equipment in both hoods could conveniently meet was at the top of the cab roof. This provided an unanticipated alarm system for diesel engine failures, since a cracked head or liner would pressurize the cooling system and raise a geyser on the cab roof next to the exhaust stack! If it was raining around your Century 415 on an otherwise clear and sunny day, it was a pretty good indication that the engine was having a serious problem.

The final drawback of the equipment arrangement was that with electrical cables, cooling system piping and an air compressor/cooling fan drive shaft all running under the high cab, there was no room either immediately forward or aft of the cab for that most essential of railroad accessories: the hopper. Consequently, the toilet was placed in a very unconventional mounting, a small unheated compartment next to the radiator inlet tunnel, entered through a carbody door. It has been reported that this unpopular arrangement resulted in adoption of numerous ingenious remedies limited only by imagination and local laws regarding indecent exposure.

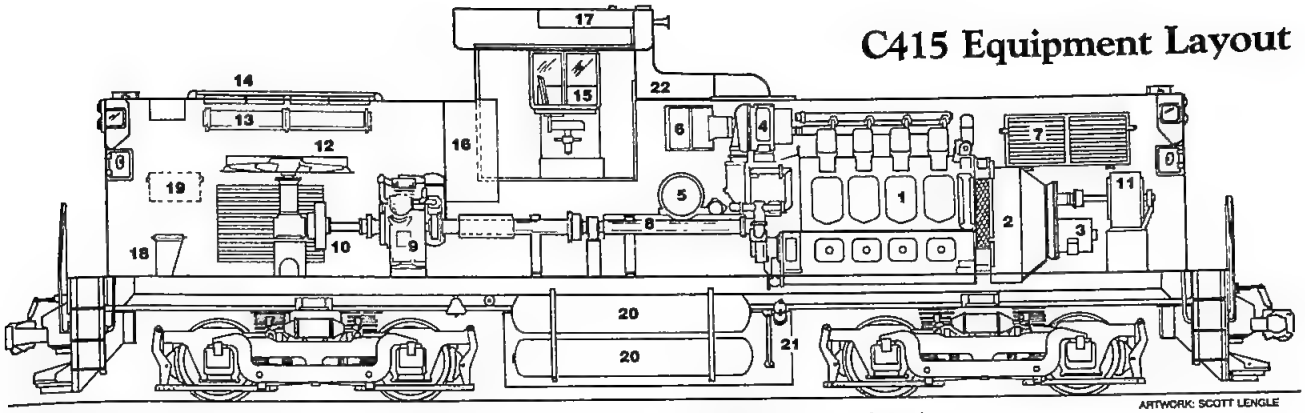
Whether all the effort made to arrive at the slightly-off-center cab arrange-

ALCO CENTURY 415s

ROAD	NO.	BLDR. NO.	DATE	CAB	NOTES
Alco	415	3349-01	4/68	Med.	To Hammersley Iron, Australia, June 1969 as 1000.
RI	415	3451-01	9/66	Med.	Owned by Railcar Leasing.
RI	416	3451-02	9-11/66	Med.	Owned by Railcar Leasing.
RI	417	3451-03	9-11/66	Med.	Owned by Railcar Leasing.
RI	418	3451-04	9-11/66	Med.	Owned by Railcar Leasing.
RI	419	3451-05	9-11/66	Med.	Owned by Railcar Leasing.
RI	420	3451-06	9-11/66	Med.	Owned by UP, leased to RI.
RI	421	3451-07	9-11/66	Med.	Owned by UP, leased to RI, became Brandon 421 in 1981.
RI	422	3451-08	9-11/66	Med.	Owned by UP, leased to RI, became Brandon 422 in 1981.
RI	423	3451-09	9-11/66	Med.	Owned by UP, leased to RI, became Brandon 423 in 1981.
RI	424	3451-10	11/66	Med.	Owned by UP, leased to RI, became Brandon 424 in 1981.
SP	2400	3458-01	12/66	High	Retired 1977, to Fundidora Monterrey, Mexico.
SP	2401	3458-02	12/66	High	Retired 1977, to Fundidora Monterrey, Mexico.
SP	2402	3458-03	12/66	High	Retired 1979, to Precision National Corp.
SP	2403	3458-04	12/66	High	Retired 1979, to Fundidora Monterrey, Mexico.
SP	2404	3458-05	12/66	High	Retired 1979, to Fundidora Monterrey, Mexico.
SP	2405	3458-06	12/66	High	Retired 1977, to Fundidora Monterrey, Mexico.
SP	2406	3458-07	12/66	High	Retired 1979, to Fundidora Monterrey, Mexico.
SP	2407	3458-08	12/66	High	Retired 1979, to Columbia & Cowlitz 702.
SP	2408	3458-09	12/66	High	Retired 1977, to Fundidora Monterrey, Mexico.
SP	2409	3458-10	12/66	High	Retired 1979, to Nekoosa Edwards 21.
CW	684	6003-01	7/68	High	HI-Ad trucks. Relettered CM&E 684.
MCRR	701	6005-01	7/68	Low	HI-Ad trucks.
SP&S	100	6009-01	11/68	Med.	HI-Ad trucks. BN 4010, to Aquitane (Canada) 4010 in 1981.
C&C	701	6018-01	11/68	High	HI-Ad trucks.
SP&S	101	6009-02	12/68	Med.	HI-Ad trucks. BN 4011, to Aquitane (Canada) 4011 in 1981.

Compiled by Jim Boyd, David Lustig and Win Cuisinier from various sources.

C415 Equipment Layout



ARTWORK: SCOTT LENGLE

1. Main engine (251 V-8)
2. Main generator
3. Auxiliary generator
4. Turbocharger
5. Oil filter
6. Engine air intake filters
7. Eqpt. & generator air intake filters
8. Drive shaft
9. Air compressor
10. Eddy current clutch & fan drive.
11. Equipment blower
12. Cooling fan
13. Radiator cores
14. Radiator shutters
15. Control stand
16. Electrical cabinet
17. Cooling water expansion tank
18. Toilet
19. Batteries
20. Air reservoirs
21. Fuel tank
22. Exhaust stack

NOTE: This diagram shows a C415 on AAR type A switcher trucks. Although offered as an option, no C415s were built with such trucks; all had AAR type B or Hi-Ad road trucks.

DAVID H. HAMLEY

ment was justified is debatable. Whatever benefits resulted from the principal objective of the design, "improved all around visibility" as a result of lowering the hoods and raising the cab was realized only in those units equipped with the high cab configuration—a minority of the production (see roster chart). Locomotives which were built with the low or medium height cabs offered no better visibility from the cab than is available in conventional high short hood roadswitchers. The most common response made by Rock Island engineers, upon being told that their medium-height cab C415 was designed for improved visibility, usually was a comment that the only all-around visibility on their locomotives was all-around the inside of the cab.

There are several benefits of a center-cab locomotive arrangement: better collision protection and an improvement in

MONONGAHELA CONNECTING 701 was the only C415 with the low profile cab; it's shown here brand new in August 1968. Unfortunately, MonCon's J&L steel mill has been sold and operation is presently in limbo. High-cab Chehalis Western 684—on Hi-Ad trucks like MonCon 701—meets a Milwaukee freight near Centralia, Wash., on August 22, 1982.

GEORGE BERISSO

the ride quality, particularly in switching applications, since the center cab position tends to even out the movement at the carbody ends induced by low joints on bad trackage. The center cab arrangement might have offered the greatest advantages in the original Century 415 specification which called for the locomotive to be equipped with the AAR "A" switcher truck. This truck design, which has a single stage suspension consisting of both coil and leaf springs, has relatively little vertical damping and tends to bounce on jointed rail at higher speeds. However, *none* of the C415s were built with the switcher truck, all instead being equipped with either the AAR "B" road truck (having two stage suspension, one of coil springs, one of leaf springs) or the Alco Hi-Ad "B" truck (also with two stage suspension, one stage of counterwound coil springs and one stage of mechanically damped coil springs). Both these road trucks provide better high speed movement damping and ride quality than the switcher truck design, in addition to being able to accommodate greater locomotive weights since their frames do not have the complex traction motor cooling air channels of the switcher truck design.

The center cab arrangement, however, offered one very serious drawback compared to conventional end-cab switchers. The nearest competitor to the C415 was the EMD SW1500, the result of a long progression of designs which had been refined through years of practical experience. With its Pullman-style steps cut back deeply into the end platforms, a cab with the rear wall filled with windows and battery box covers trimmed back at an angle, the engineer could easily maintain visual contact with a man riding the steps at three of the locomotive's four corners. Not so on the C415, where the step arrangement wasn't nearly as roomy, where only two corners of the locomotive were visible from the cab, and where a man riding on any of the steps was a considerable distance from the engineer.

Because of their work in the Chicago terminal area, probably the most "visible" of the C415s were those of the Rock Island. The Rock's experience with the C415 seemed to confirm that this locomotive, which started out trying to be both a switcher and a road unit, really didn't excell at either task. The ten RI C415s were initially trusted as trailing units on freights to outlying points and were frequently seen in western Illinois as well as handling switching and transfer work in the Chicago area. As the units aged and deteriorated, they were kept closer to home and finally ended up almost exclusively on the Chicago area transfer runs where pairs of the beasts, usually in mismatched paint schemes, clanked, rattled and snorted their way through the south suburbs at walking speed trailing endless strings of interchange traffic. Years of tight money and deferred maintenance had taken their toll, and passage of a lashup of C415s was usually marked by plumes of thick oily smoke and telltale trails of leaking lube oil and treatment-discolored cooling water. They carried a heavy enough dirt coating to measurably increase their tractive effort, and their operation in pairs had become a necessity more for improving the odds of their completing the trip than for any consideration of the tonnage they were hauling. The Century 415s seemed like appropriate locomotives for the Rock Island in its final years, products of a dead manufacturer serving a dying railroad which didn't particularly like them but couldn't afford to go without them. The locomotives somehow persisted to operate in woeful condition, and in the end they managed to hang on as long as the railroad itself. But like the Rock Island, the Century 415 turned out be an idea whose time had gone.

SPOKANE, PORTLAND & SEATTLE bought the last two C415s, its 100-101, which became BN 4010-4011 and were both sold in 1981 to Aquitane in Ram River, Alberta. SP&S 101 was with FA 867 at Eugene, Ore., in August 1969. See January 1982 R&R for color photos of the Aquitane units and a former-RI C415 painted for the Brandon R.R.

WIN CUSHNIER

GEORGE BERISSO

Southern Pacific's C415s

by David Lustig

PHOTOS BY DAVID LUSTIG, EXCEPT AS NOTED

The year was 1966, and Southern Pacific, except for a handful of EMD SW1200s delivered in 1964, had a fleet of tired and over-aged switchers from all major builders roaming its system. Looking for a heavy-duty switcher with approximately 1500 h.p. and capable of doing yard, road and branch line work, the railroad had two choices from the builders catalogs: the EMD SW1500 and the Alco Century 415.

The obvious choice, most insiders felt, was the SW1500. Equipped with a pint-sized version of the 645 prime mover proving itself on the main line, the switcher was an obvious evolution of a design that could trace its heritage back to the 1930s. The bugs had long-since been worked out of the basic concept, and it looked like something that EMD would bring out—albeit a bit squared-off compared to the models it succeeded.

The Alco entry was a bit more radical. Reversing a trend of end-cab switchers, the Alco engineers put all their eggs into the C415. In theory, it was terrific. The crew was protected from a collision on either end by a slightly off-center cab. Three cab heights were offered: low-profile, "normal" and high visibility. But maybe somebody knew the handwriting was on the wall for Alco even before the C415s reached Espee; the 30 SW1500s were equipped with the extra-cost Flexicoil trucks which made for a more comfortable ride, while the ten C415s were picked up riding on standard Alco AAR Type B trucks.

Southern Pacific had always been a loyal, as well as early, supporter of Alco. From the initial trio of HH660 switchers in 1939, the fleet had grown to mammoth proportions, and at its height there were more Alco diesel switchers on the roster than all the other builders, including EMD, combined. It was not surprising then, that when the Schenectady builder—now scraping for customers and seriously hurting in the new locomotive market—introduced its latest series of locomotives, Southern Pacific was one of the interested parties.

Deliveries of the new 2400-series C415s began in November 1966, and all ten were on the property and making

SOUTHERN PACIFIC'S first C415, 2400, was working the Burbank Branch job on June 1, 1976 (top) and was in the hole for a northbound Coast Line freight. About a year earlier, the 2400 was having water put into her cab-roof-top tank (below) at Los Neitos.

IN A GRAPHIC DEMONSTRATION of cab height, the 2400 towers over a pair of SD7s at Taylor Yard on a Santa Fe transfer on February 15, 1975. A typical assignment for the 2400 and 2407 (below) was as a Taylor yard set on March 12, 1976.

money for the company by Christmas. Of the three cab heights offered by Alco, SP chose the high-cab design, which afforded excellent visibility. Each of the new beasts, by the way, cost the railroad $251,000.

From their inception, the ten were assigned to the Los Angeles Division. That was a strange move in itself. In the mid-1960s the railroad was either retiring Alcos or sending them to Texas to work former T&NO lines. For new Alco power to be assigned to L.A. was a turnabout.

Unfortunately, their hoped-for performance was never realized. The 2401, proudly turned over to the SP on December 12, 1966, had a major engine failure while still under warranty and went home in disgrace in August 1967.

Southern Pacific management was clearly annoyed, and the engine failure was only part of it. The units were equipped with dual cab controls arranged in such a manner that the equipment took up most of the room in the cab. When one wag commented that "a fat engineer couldn't walk around inside the cab," he wasn't kidding. And SP let Alco know about it. The railroad also let the builder know that if future orders were to be expected, a cab interior redesign would be in order.

What returned some months later on the 2401 was, indeed, a new cab interior, correctly done this time. The rebuild was so complete that upon its return, 2401 even looked slightly different than the other nine and had an additional step up to the cab.

But lack of cab room was not the little units' only problem. The prime mover was on one end of the frame, causing a weight imbalance. A single C415, or one operating in multiple with a different model, failed (at least on the SP) to deliver its full 1500 horsepower. The railroad's answer was to team them back-to-back, which worked but didn't do much for their versatility.

And even if the uneven weight of the units was not a problem, the 251 prime mover definitely was; Southern Pacific found that out the hard way when their fleet of 29 C628s and 15 C630s turned out to be shop queens. In two words: totally unreliable. So much so, in fact, that the first units to be leased to other railroads needing extra power were the C628s and C630s. When fodder for the new slugs was needed to splice between still-on-order SD38s at the abuilding Colton Yard in Southern California, it was three of the Centurys that were chopped up. And so much so that SP's Houston Shops gave each of the remaining units an electrical lobotomy and transformed them into heavy-duty yard units. No longer would they break down on the road again.

The C415s fared slightly better. Their

251F prime movers weren't taxed as hard as their road brethren, and being within yard limits or short transfer runs, they rarely got a chance to tie up the main line. Yet SP was fed up.

Thus, the 415s settled into a routine of working transfer freights from Taylor Yard in Los Angeles to the smaller City of Industry Yard, and fans could spot as many as five or six of the distinctive units laying over on the weekends.

One of the few bonuses of their back-to-back operation came when Union Pacific, whose tracks were used by SP from City of Industry to Los Nietos, held that a minimum of 3,000 horses be on the front end of any movement. The UP didn't want their Armour yellow diesels waiting impatiently behind one of SP's famous "one engine with 60 cars" drags.

So they puttered around Los Angeles, loved only by the fans wanting a break from the squads of SW1500s that seemed to roam everywhere. Eventually, as their reliability outside of yard limits began to worsen, they were pulled off the City of Industry run and thrown into the huge Taylor Yard complex as "just another yard switcher."

SP tried them as station switchers at Los Angeles Union Passenger Terminal, only to find out the high cabs, specifically ordered by the road, were too tall to squeak under the walkway overhangs. The 2400 worked the Burbank branch for a couple of days, much to the delight of locals, and the 2404 was sent to Oxnard, an outlying yard north of Los Angeles—only to have crews complain bitterly. Clearly, the C415s were unwanted orphans of an out-of-business builder.

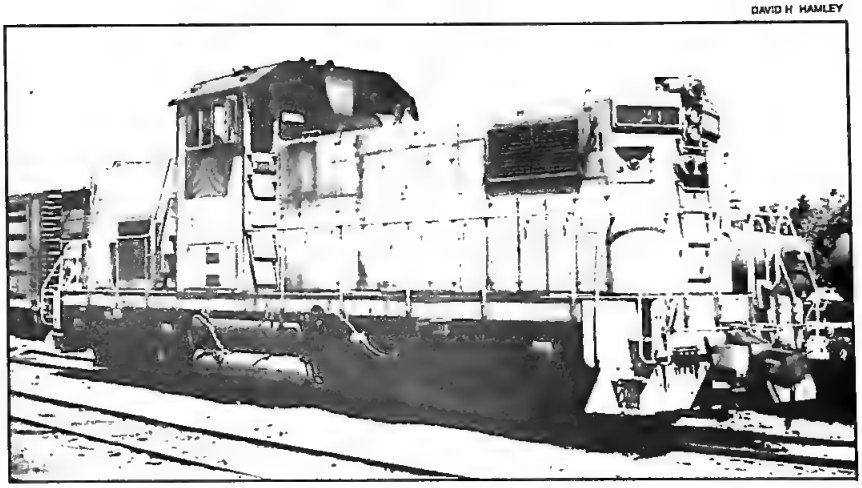
One by one, starting in 1977, the units found themselves with capped stacks and gathering dust at Taylor. The end, obviously, was near, with rumors flying that they would be transferred to Texas with all the rest of the junk that had preceeded them over the years.

But fate, if not the calculators of the accounting department, plays funny tricks on the expected. In 1977, four units (2400, 2401, 2405 and 2408) were sold to Fundidora Monterrey, a steel mill in Mexico. The mill's management must have liked them, as three more (2403, 2404 and 2406) were purchased soon thereafter.

The last to operate on Southern Pacific rails was the 2407 in early 1979, and then only as Taylor's shop dinky. It even said so on the temporary sign on its flanks. Shortly thereafter, it was sold to Columbia & Cowlitz in Washington, while the 2402 went to Precision National and the 2409 to a Nekoosa Edwards paper mill in Wisconsin.

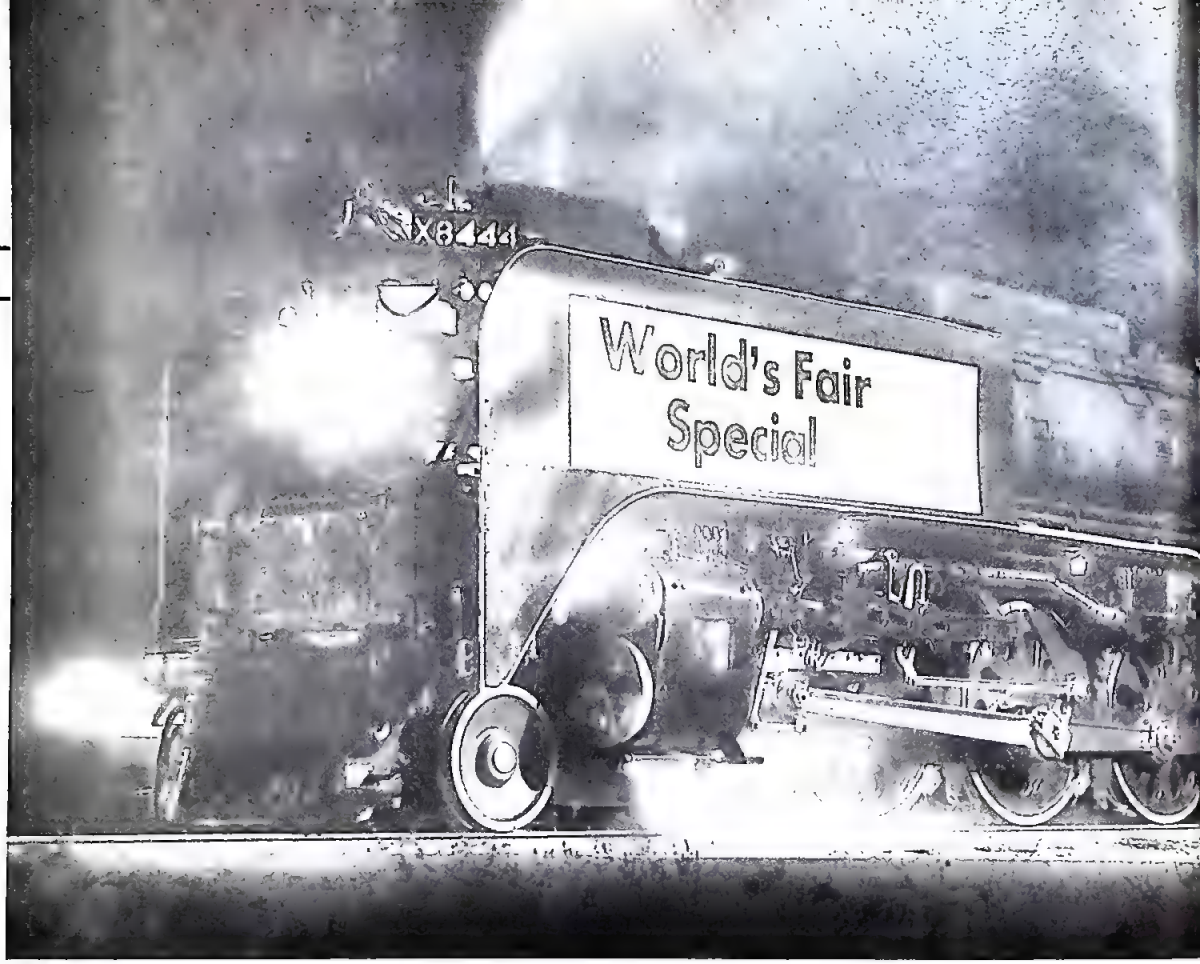
Their likes will never again grace SP rails. For fans, it was the sad end to a diversion from 567 and 645 chants. For Southern Pacific, it was good riddance. ⊂

DAVID H. HAMLEY



TWO FORMER-SP C415S survive in service in the U.S. The 2409 became Nekoosa Papers 21 and is shown in light blue with a yellow stripe at Pt. Edwards, Wis., on June 10, 1982. The 2407 became Columbia & Cowlitz 702, shown (below) on June 10, 1980, teamed up with C&C 701 (bought new by C&C) bound for the Weyerhaeuser mill at Longview.

JOHN C. ILLMAN



LOUIS SAILLARD

With a beautifully-matched Armour yellow "domeliner" in tow, Union Pacific's 4-8-4 8444 departed Cheyenne, Wyoming, on March 9, 1984, to begin a 1,900-mile (one way) trip to the New Orleans World's Fair. For the first two days she was on familiar track, rolling the UP mail line to Omaha, while on the third day she backtracked slightly, looping west and southward staying on UP iron via Lincoln, Marysville and Topeka en route to Kansas City. From that point on she became the first UP steam to operate on the newly-merged Missouri Pacific, running to St. Louis, down the Mississippi River on the Illinois side, crossing back into Missouri and down through Poplar Bluff to North Little Rock, Arkansas. Then it was down through Pine Bluff, McGehee and Monroe to Alexandria, Louisiana, before the March 15 sprint into New Orleans.

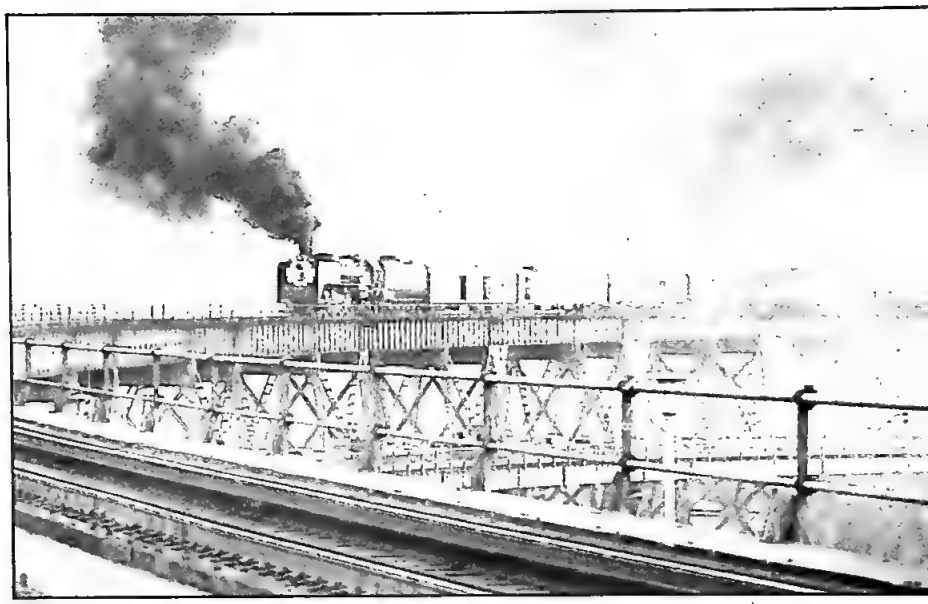
And "sprint" is the word for it, because on the entire run the 8444 and train were given "track speed" and priority handling—one would expect nothing less of a train carrying

DAVID HILL

8444 to New Orleans

by Jim Boyd

Bound for display at the World's Fair.



GERALD SIRES

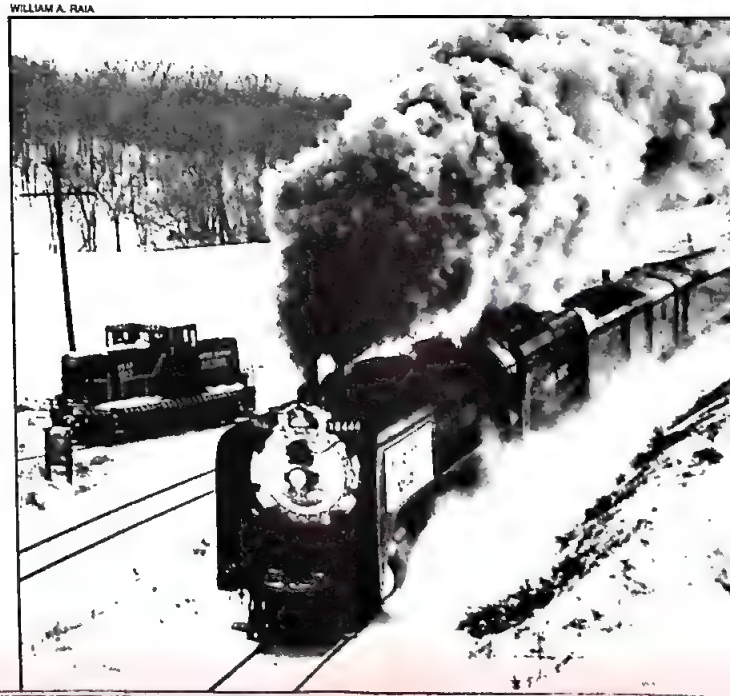
railroad and World's Fair officials. While the train carried no revenue passengers as such, stops were made at 34 cities en route for public viewing.

Within 48 hours of her arrival in New Orleans, the 8444 was rolled onto a panel of track at the World's Fair site—at the time, a sea of raw earth, construction equipment and unfinished concrete—and was immediately isolated with the track behind removed to make way for construction of another pavilion behind her. The 8444 will remain in place until the Fair closes in November and said same pavilion can be torn down to permit her removal.

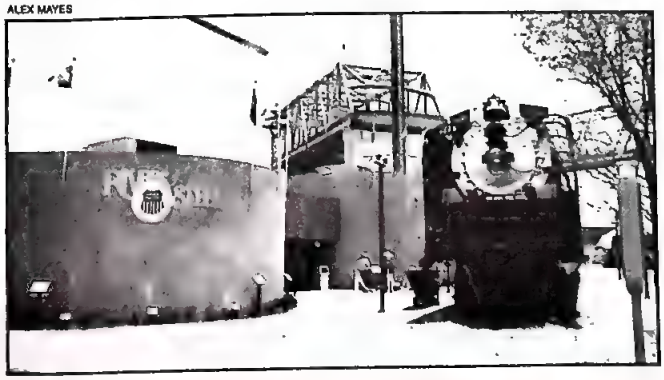
Although the "public" nature of the *Daylight* excursion in May and June has already overshadowed the UP move, the significance of the 8444's trek into new territory with an attractive train was not ignored; fans from hundreds of miles away joined the on-line "locals" to catch the big Northern on her first romp on the MP. And the UP pavilion at the Fair with the 8444 on display has been getting good reviews in the national press. Well done, Union Pacific!

UNION PACIFIC'S 4-8-4 8444 ran from Cheyenne, Wyo., to New Orleans, La., on March 9-15, 1984. She was eastbound at Aikins, Kan., on March 11 **(opposite left)** on the UP Kansas Division between Marysville and Topeka with a consist of tool car 904304, steam/electric generator car 304, baggage 5716, 44-seat coach 5486, dome lounge 9004, cafe lounge 5000, 11 DBR sleepers 1607 *Sun Point* and 1612 *Sun Villa*, plus UP business car *Omaha* and—in MP blue—MP business car 8. She encountered snow the next day **(below)** at Knob Noster, Mo., and much warmer weather at Alexandria, La. **(top left)** for night photos. On March 15 **(above)** she eased her way up the 1.25% grade of the Huey P. Long Bridge entering New Orleans. She was displayed **(below left)** at the UP World's Fair pavilion.

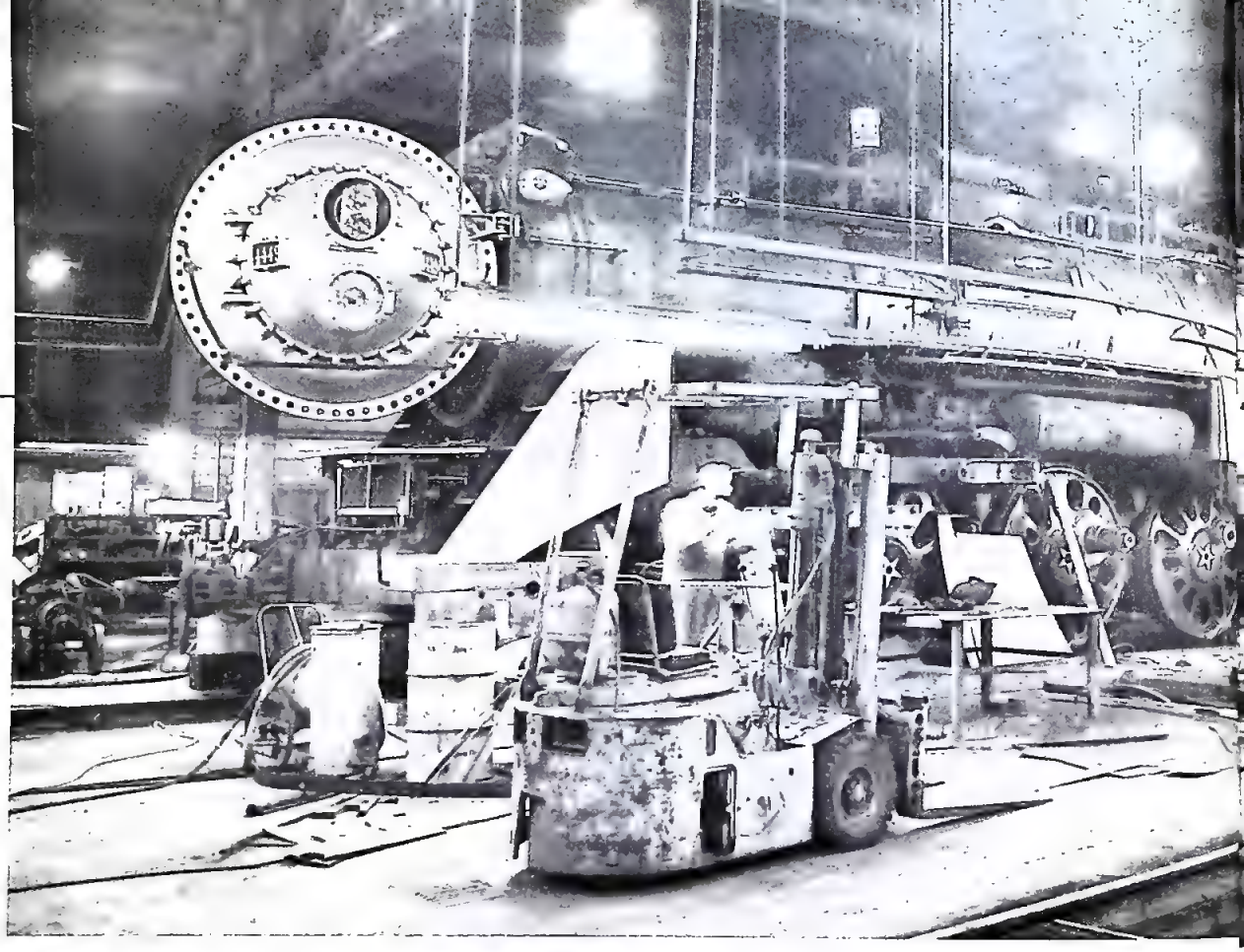
WILLIAM A. RAIA



ALEX MAYES



RAILFAN & RAILROAD



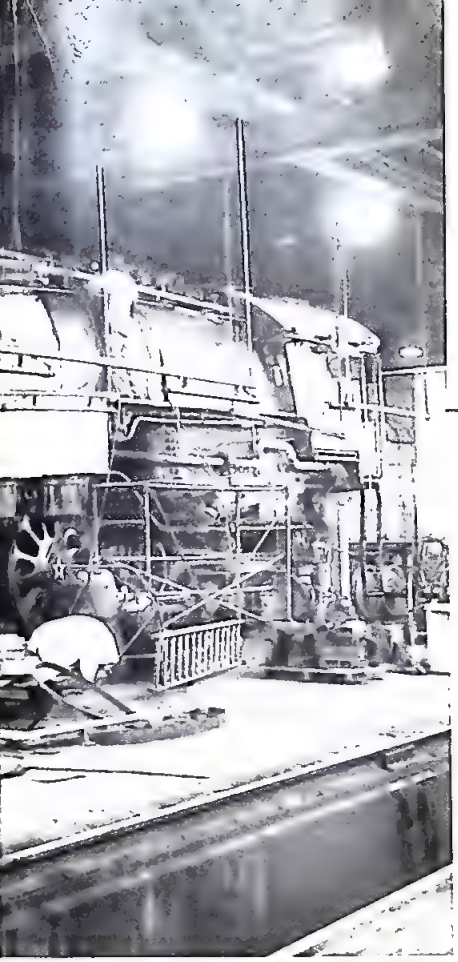
ON FEBRUARY 22, 1984, the 4449 was in SP's Brooklyn Roundhouse in Portland, Oregon. Doyle McCormack (above) was working on the skyline casing while Dick Yager (below) was re-piping the cab. Lined up for a portrait were (l to r) George Lavacot, Dick Yager, Doyle McCormack, Mike Warren (on steps), Gary Oslund and Chuck Lund.

A cold drizzle that seemed to penetrate everything made Portland, Oregon, a rather gloomy place on February 22, 1984, as we made our way to the Southern Pacific's Brooklyn Roundhouse. Some road-weary tunnel motors and a handful of "Cadillacs" sat among the puddles and piggyback trailers, but inside there was a different world. The first step through the door revealed the world's biggest 0-0-4 in an odd mix of silver, orange, red, black and raw metal. *Daylight* 4449 seemed to be looking right at the door with her smokebox front swung open to the left. The rain on the roof tended to blend together the individual sounds of machinery and metalwork.

It would be inaccurate to describe it as a "step into the past," for although the tasks were often a century old and the roundhouse itself was pure steam era, the tools were modern and the environment contemporary. This was not a work-a-day steam facility but the site of a very special project.

The people on hand were not volunteers but paid professionals, and the work was progressing in a time-and-cost-conscious businesslike manner. They were readying the 4-8-4 for a

THE LOUISIANA WORLD'S FAIR DAYLIGHT



PHOTOGRAPHY JIM BOYD, EXCEPT AS NOTED

Daylight

TO THE 1984 WORLD'S FAIR

by Jim Boyd

7,171-mile excursion in May and June to the New Orleans World's Fair—and there was still a lot of work to be done, even though things were coming along on schedule.

The 4449, an 80-inch-drivered oil-burning GS4 4-8-4, was built by Lima in May 1941 and spent most of her career working passenger service on the SP. By the time she was retired in October 1957 at Bakersfield, the 4449 was bereft of most of her skirting and wore only black and silver colors. In that livery she was donated to the City of Portland and was placed in Oaks Park. In December 1974 she was selected to power the *American Freedom Train* and was removed to the Burlington Northern's Hoyt Street Roundhouse for restoration under the direction of Doyle McCormack, a Norfolk & Western locomotive engineer from Conneaut, Ohio, and veteran of numerous steam restoration projects, most notably the High Iron Company's NKP 2-8-4 759 (after the AFT project, Doyle hired out on the SP and now works as an engineer out of Portland). For the *Freedom Train*, the 4449 received full *Daylight* skirting but was painted in a special red, white and blue livery. In 1975 and 1976 she powered the *Freedom Train* over 35,000 miles and was used on a handful of excursions by the Southern Railway and Amtrak before being returned to Portland in 1977, where she went into storage at a Union Pacific freight house.

Under the sponsorship of the Pacific Northwest Chapter NRHS, the 4449 was pulled out again in 1981 for a May excursion to Sacramento to help celebrate the opening of the new California State Railroad Museum. This time she received her full SP *Daylight* colors in DuPont Imron paint and literally "stole the show" at Sacramento. Pulling a small SP display consist, she made a side trip south to represent the SP at the Los Angeles Bicentennial Celebration before returning to Sacramento and home to Portland.

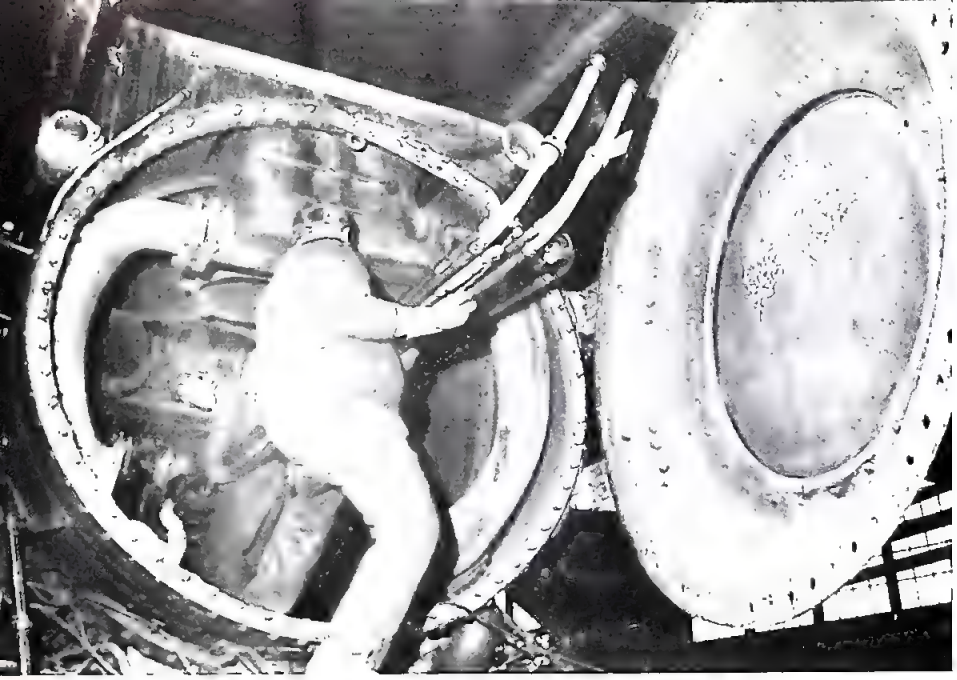
Impressed by the tremendous public response to "its" locomotive, the Southern Pacific agreed to help sponsor the 4449 on a public excursion to the New Orleans World's Fair in mid-1984. The 1981 trip had demonstrated that the 4449 was basically sound but would need an extensive overhaul to make her a truly reliable machine. Roger Peck, president of Cascade Trailways, was an early supporter of the New Orleans project and arranged for the donation of $250,000 to the Pacific Northwest Chapter NRHS for the restoration of the locomotive (this was a combination of Peck's personal resources and additional corporate sponsors that he lined up). Cascade Trailways then participated in the actual operation of the train by providing the bus service between the train and hotels at the layover stops and working the "backhauls" for passengers returning home after the one-way train rides. In addition, the World's Fair itself ("The 1984 Louisiana World Exposition") agreed to donate $5,000 to the Chapter, and numerous other donations of money, material and services were received.

In the Brooklyn Roundhouse in February, McCormack and his crew were hard at work earning their pay from the Chapter locomotive restoration fund. During our visit, Doyle was usually found behind a welding mask fabricating a new framework for the skyline casing—a task often complicated by the engine's proximity to the sooty roof-support trusses of the building.

George Lavacot, a former California state trooper and presently the chief mechanical officer for the Willamina & Grande Ronde R.R., was lapping the ends of the superheater units and helping Gary Oslund, a professional welder/mechanic, assemble the superheaters. Every couple of hours, after each new unit had been hydrostatically tested, the call would ring out and the entire crew would assemble for a "superheater party" so the long and heavy serpents of pipe could be lifted into the smokebox and inserted into their proper flues.

Dick Yager, former hobby shop owner from Ft. Wayne, Ind., and veteran of a number of steam restoration projects (recently NKP 765), was putting the "plumbing" and controls back into the cab, while Chuck Lund, an SP locomotive engineer, was going over the air brake system on the SP cab-forward tender (Class 220-R-4 9314, formerly mated to 4-8-8-2 4219) that was to be utilized as an auxiliary water canteen. The rectangular tender would have its top contour altered to match the cistern on 4449's tender to make it as unobtrusive as possible—a task accomplished with great success, I might add.

Mike Warren, an SP conductor/brakeman, was working on the boiler jacketing and helping Doyle with the skyline casing. The 4449 has been re-



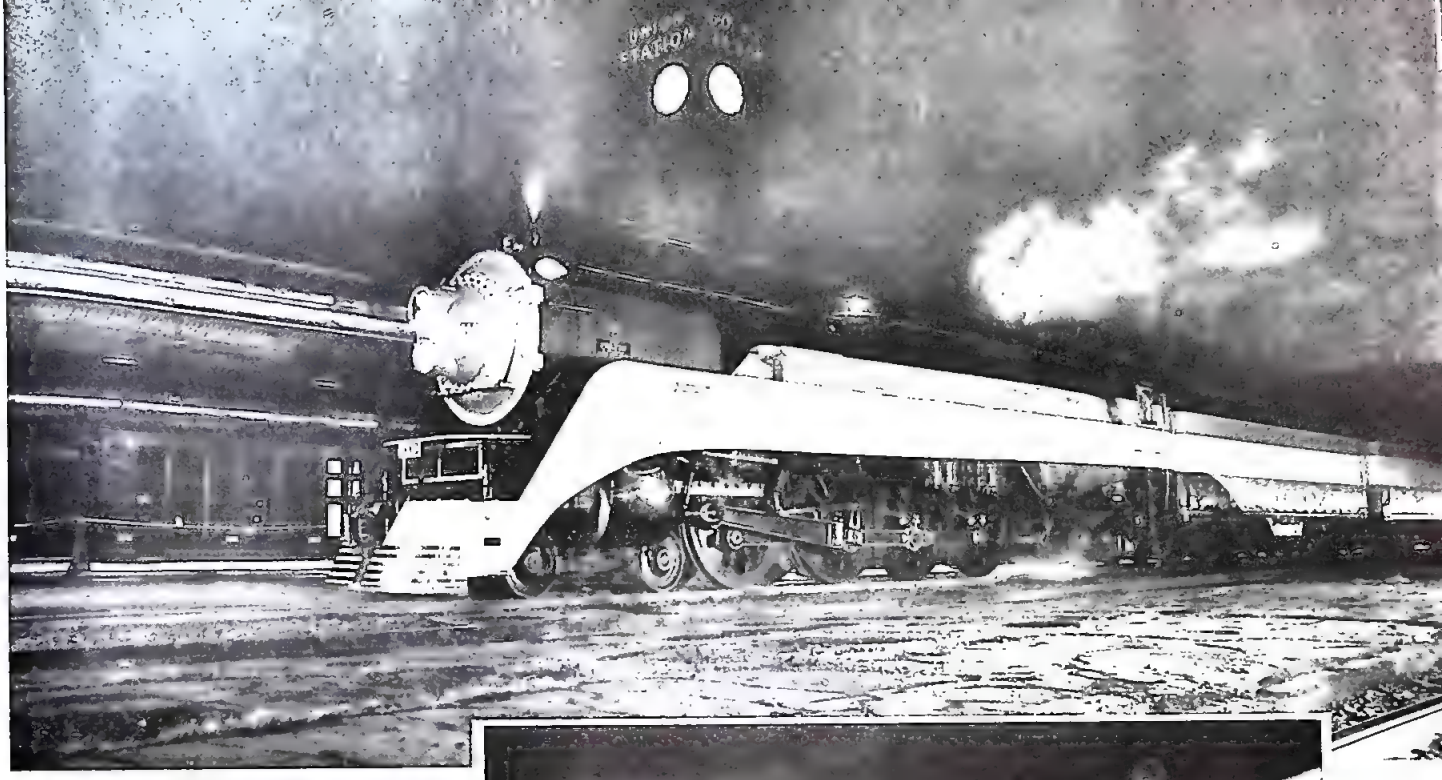
RENEWING THE SUPERHEATERS involved welding new pipe between re-useable ends (above) and was Gary Oslund's prime task at the time. George Lavacot was using a power grinder (below) to dress the ends that fit into the header. The whole crew would help to insert the new units (top). Mike Warren (left) points out the new jacket framework over the fiberglass insulation on the combustion chamber. The cab-forward tender that was to become the canteen (below left) arrived on February 23.

worked utilizing a whole new approach to boiler insulation. Rather than using the asbestos-based "plaster" or block lagging, held in place by the jacketing which is in turn secured by boiler bands, the 4449 is wrapped in a space-age fiberglass batting laid directly on the boiler and held in place with baling wire. Since it has a much higher "R" value than lagging, the batting takes up less space and is much neater and safer to handle. To keep the external contours identical to the original, a steel falsework was applied over the boiler shell to provide a framework for the jacketing. The jacketing was then screwed in place on the framework—this technique is especially interesting over the firebox, where inspection of the staybolt caps was formerly a very messy job of excavating through a layer of plaster-like lagging. On the 4449, the fiberglass batting is glued to the inside of the jacket, and for inspection the jacket is simply unscrewed and removed—lagging and all—leaving a completely clean surface with all the staybolt caps exposed. The totally new jacketing is of a heavier gauge steel than before, and the result is a much smoother and more glossy appearance.

Internally, the boiler was given new firebox side sheets and new flue sheets at either end, along with, of course, new flues and reworked superheaters. A major alteration to the boiler was made in the form of circulator tubes inside the firebox—two *Daylights* had been so modified in the early 1950s, but on the eve of dieselization, the railroad didn't press the project any further. In addition to the boiler work, a new exhaust nozzle was applied that is slightly smaller than the previous one; this will improve the draft in the middle speed ranges where the 4449 spends most of her working time.

The boiler work really paid off, and at her full rated 300 p.s.i. boiler pressure, she steams beautifully. "She's a whole new engine," observed Doyle after her first test runs. The degree of improvement can be readily seen in the photos of the New Orleans run, where the 4449 typically shows little or no smoke—compared to the black billows that were evidence of the hard firing required in 1981. Fireman Jack Wheelihan observed that she now fires two to three notches lower on the firing valve than was required before and is very sensitive to the controls. "You can regulate the steam within five pounds without changing the notch by just pressing against the slack in the handle itself."

An unfortunate side effect of this new efficiency is that an inexperienced fireman will find it almost impossible to make smoke even for photo runbys.



THE FRIDAY NIGHT before departure, 4449 and train were poised at Portland Union Station. Details were perfect from the black driver tires and *Shasta Daylight's* number 9 in the indicator boards to the neon tailsign on *Appekunny Mountain.*

Again, Wheelihan notes, "If you sand the flues too soon, the stack will clear up and she'll work so hot that you can peg the firing valve and still get a perfectly clear stack—with the pops roaring all the way! I think we messed up a couple of runbys before we caught onto that little trick."

Incidentally, Electro-Motive Division of General Motors became an official sponsor of the *Louisiana World's Fair Daylight* by providing the services of Jack Wheelihan, a supervisor in their service department. In addition to being one of the most experienced of the 4449's firemen, he has provided engineering and technical support throughout the project and brings with him over 20 years of practical experience in dealing with modern railroad operations and motive power.

And concerning that reference we made earlier to an "0-0-4": When we encountered her in February, the 4449 had her pilot beam on timbers, her pilot truck in pieces on the floor, all eight drivers dangling in mid-air with their tires missing, and only her trailer truck intact on the track. An 0-0-4. Her new tires, ordered from England, had been subcontracted to a firm in South Africa and at that time were on a ship en route to the States. "Sorry you'll miss the 'ring of fire' spectacular when the tires are heated up and shrink-fit onto the wheels," noted Doyle. Though the tires were yet to come, complete new spring rigging was already in place.

In the surprisingly few weeks that followed, the overhaul was wrapped up and a test run to Eugene was made. Everything went fine as speeds were gradually eased up and stops were made to check bearing temperatures—until a main driver bearing overheated after the final test of the day, a 72-m.p.h. sprint. "Every time I go over 70 she bites me," griped Doyle a few days later on the phone. "I'm going to have to keep her around 65 for a while."

He was true to his word, for on the run out of Klamath Falls he eased her out at 67 m.p.h. even after the SP road foreman told him he had a "79-mile-per-hour railroad." Doyle still had about 6800 miles to go and wasn't about to ask for trouble. Later in the trip, east of Los Angeles, when things were nicely broken in and running cool, they did some sustained running in the 70-72 m.p.h. range, with a brief stint at 75 m.p.h. in the desert as the fastest speed attained on the eastbound run.

In 1984 it would seem difficult to upstage an Imron GS4, but the Pacific Northwest Chapter accomplished nearly that with the assistance of Neil Ferguson's Sierra Western Rail Corporation and the 13-car train of matching streamlined equipment they gathered together for the 4449 to pull. From the chapter crew car (combine 3300 built for the 1937 *Coast Daylight*) to the boat-tail observation lounge (Charles Grant's

Consist of the Daylight

Cars listed in order of train consist.

NUMBER	NAME	HISTORY
PNWC 3300	*Miln D. Gillespie*	LOCOMOTIVE CREW CAR. Baggage-chair combine, SP 3300, built by P-S 1936 for first *Coast Daylight;* retired and sold for scrap in 1971; purchased by PNWC in January 1984 from Purdy Co., Lincoln, Cal. Named in honor of early PNWC member.
PNWC 600	*Mount Hood*	SLEEPER-LOUNGE. Built by P-S in 1950 as SP&S 600, *Mount Hood,* with six roomettes, three double bedrooms and 25-seat lounge. Donated to PNWC by BN in 1970.
SW 542	*Sonoma*	48-SEAT CHAIR. Built by P-S in 1954 as SP 2355 for the *Coast Daylight;* became Amtrak 4842 in 1973. Sold to Sierra Western Rail Corp. in 1983.
SW 544	*Mendocino*	48-SEAT CHAIR. Built by P-S in 1954 as SP 2358 for the *Coast Daylight;* Amtrak 4844 in 1973. Sold to Sierra Western in 1983.
SW 546	*Humboldt*	48-SEAT CHAIR. Built by P-S in 1954 as SP 2361 for the *Coast Daylight;* became Amtrak 4846 in 1973. Sold to Sierra Western in 1983.
SW 507	*Shasta*	40-SEAT LOUNGE. Built by P-S in 1949 as SP 2385 as 38-seat chair car with crew room; became Amtrak 7507 in 1974. Sold to Sierra Western in 1978 and converted to 40-seat lounge with bar and refrigerator.
SW 511	*Stanislaus*	52-SEAT CHAIR. Built by P-S in 1949 as SP 2395 as a 48-seat chair car for the *Shasta Daylight;* became Amtrak 7511 in 1974. Sold to Rail Systems Co. in 1977, it was sold twice for conversion to a restaurant but acquired by Sierra Western in 1978 and made serviceable.
PAR 2397	None	48-SEAT CHAIR. Built by P-S in 1949 as SP 2397 for the *Shasta Daylight;* became Amtrak 7512 in 1974. Sold to Bill Gawzner in 1977 and then to Pacific Railroad Society of Riverside, Cal.
SW 500	*San Joaquin*	86-SEAT COACH. Built by P-S in 1949 as SP 10317, *Timberline Lounge,* a 54-seat tavern lounge for the *Shasta Daylight;* rebuilt into SP 86-seat coach 2241 in 1963. (Car has no vestibules but has four restrooms.) Became Amtrak 7500 in 1974; sold to Sierra Western in 1978.
SW 510	*Tuolumne*	48-SEAT CHAIR. Built by P-S in 1949 as SP 2392 for the *Shasta Daylight;* became Amtrak 7510 in 1974. Sold to Sierra Western in 1978.
GWT 568	*Red River*	68-SEAT COACH. Built by ACF in 1950 as GN diner-obs 1147 *Red River* for train of same name. Rebuilt to 68-seat coach in 1963; became Amtrak 6800 in 1974. Sold to Bill Gawzner in 1978 who sold it to Great Western Tours in 1980.
SW 156	*Lake Pepin*	48-SEAT DINER. Built by P-S in 1948 as SLSF 650, the 36-seat diner *Alexander Doniphan* for the *Texas Special.* Sold to GN in 1966 and rebuilt for *Empire Builder* as GN 1156, *Lake Pepin.* Sold by BN to Sierra Western in 1979 and totally rebuilt, increasing seating capacity to 48.
1290	*Appekunny Mountain*	OBSERVATION-LOUNGE. Built by ACF in 1951 as GN 1290, *Appekunny Mountain,* for *Empire Builder.* Car has 32 seats and three roomettes. Sold by BN in 1974 to Grant Corporations of Houston, Texas.

ROSTER compiled by Jim Boyd from Pacific Northwest Chapter NRHS data sheet compiled by Richard A. Carlson, the Sierra Western Rail Corp. equipment roster, and data on train make-up supplied by Ed Immel.

Appekunny Mountain, built for the 1951 *Empire Builder*), the train looked for all the world like a vintage *Daylight*—thanks in no small measure to the huge-windowed SP *Daylight* coaches that made up the bulk of the consist.

DuPont donated the Imron polyurethane enamel and supervised its application to the entire train at the FMC Corporation's Portland facility. All cars were given full *Daylight* colors, proper SP lettering and a *Daylight* insignia and name on their sides. It is, hands down, the most stunningly beautiful streamliner to grace American rails since the creation of Amtrak.

In addition to its impressive appearance, the 13-car train is designed to function in today's environment of minimal passenger servicing facilities. The water for the cars is train-lined, so a hose can be connected to any car and piped throughout the consist for one-stop filling—how many fantrips have you seen where hours were lost as the train was moved one carlength at a time to spot the consist for water at a short hose? Similarly, the train was made up with the cars properly turned so that all the propane tanks for the power units were accessible from the same side—also considered in arranging the cars was lining up vestibules and blind ends for maximum utility. The only flaw in the consist was the air conditioning, which proved unreliable and troublesome throughout the trip with unfortunate frequent failures.

Probably the crowning touch for the consist was the lighted neon tail sign on the obs. Crafted by the Columbia Neon Company in Portland, the tail sign was made to original SP drawings and checked for authenticity against an original in the California State Railroad Museum.

With such a train to put behind it, a little extra effort was put in to make the 4449 properly authentic. In regular service, the GS4s wore black driver tires, and the 4449 was given the same treatment. Correct stainless steel trim strips replaced the painted stripes on her pilot, and during the New Orleans trip the SP gave permission to put in the indicator boards the individual train members that would be appropriate for each segment of the run (out of Portland it was Number 9, the *Shasta Daylight,* for example, and out of San Francisco Number 98, the *Morning Coast Daylight*).

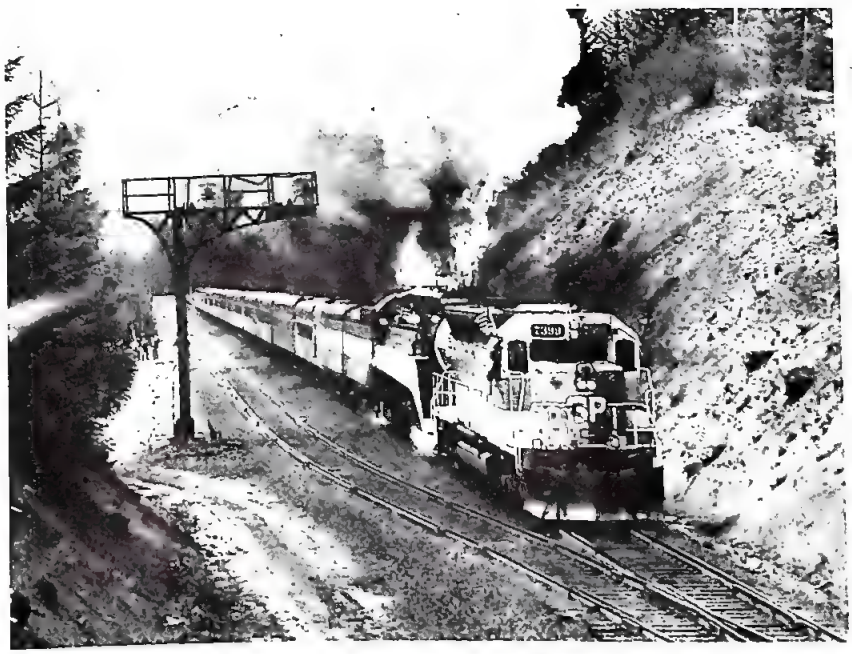
The auxiliary tender—the only true nit to pick in the entire package—was an operational necessity, giving the 4449 a total water capacity of 53,300 gallons (her own tender hold 21,900 gallons of water and 6,400 gallons of fuel oil). It was contoured to match the rear

of 4449's tender and painted to match the train—with lettering intentionally left off, it almost vanished into the consist when viewed in action and shows up more noticeably in photos than it did "in real life."

To the delight of most of the fans, the friction-bearing-equipped canteen developed a hotbox just outside San Jose on the departure from San Francisco and had to be set out; the remainder of the run to Los Angeles was made without the canteen, resulting in some stunningly authentic images of the GS4 and 13-car train, as our cover photo attests. The offending wheelset was replaced and the auxiliary tender rejoined the consist at L.A. and has performed flawlessly ever since.

The Southern Pacific's contribution to the operation was substantial and was carried off with a great sense of style. From the beginning, the SP provided its entire Portland roundhouse, supplies and tools for the restoration effort, and on the New Orleans trip did not charge the Pacific Northwest Chapter for supervisory personnel, switching, deadheading of equipment, security needs, normal wheelage charges and other items usually connected with

DAYLIGHT DIESEL 7399 was used on May 5 as a helper up the Cascades from Oakridge through Heather (below) to Crescent Lake (above) where it cut off and 4449 departed with a furious exhaust through a snowscape suddenly illuminated by bright sunlight.



DICK DORN

such a run. The railroad was extraordinarily courteous to the train's patrons, visitors and even freeloaders. Safety was the only thing that would get a firm word from the railroad police, and they could be found politely standing by as late party-goers would wander in awe around the engine in San Francisco at 1:00 o'clock in the morning.

Another example of the railroad's cooperation in the project was their consulting with Doyle on how and where the diesel helpers would be used. Doyle's attitude was that a diesel anywhere in the consist would ruin the appearance and spirit of the train, so helpers would be used only where absolutely necessary for safe and efficient operation and that they would be placed on the front of the 4449 where they could be put on and taken off as quickly as possible, rather than having them cut in behind the steam engine and be forced to run much greater distances to a place where they could be switched out.

The SP then exhibited a real touch of class by cleaning up their two SD's in the experimental *Daylight* colors (SD45E 7399 and SD40E 7342) and using them as the helper set as far as Los Angeles. The 7399 did the honors alone on the Cascade climb from Oakridge to Crescent Lake and then for dynamic braking down Cantara Loop from Black Butte to Dunsmuir, while the 7342 joined it for the pull from Bakersfield over Tehachapi Loop to Mojave and then later through the Saugus tunnel to Burbank Junction. An additional surprise at Los Angeles was SD40E 7347, which was adorned in a special red, white and blue scheme for the Olympics (see page 2). The special units seemed to have gotten lost in L.A., however, for the helper set over Beaumont Hill from Loma Linda to Palm Springs was a regular freight set of *four* SDs.

The *Louisiana World's Fair Daylight* was a passenger-carrying excursion with 416 revenue seats available for sale to the public. Because of the numerous layover and display days en route resulting in a 29-day eastbound schedule, ticket sales were targeted and priced for individual one-or-two-day trips rather than Portland-to-New Orleans riders. The overall coordination of the trip was in the hands of the Pacific Northwest Chapter NRHS, which dealt with about a dozen NRHS chapters and railfan groups for local ticket sales and promotion along the route. The system worked well, and the vast majority of the segments were completely sold out, while those covering even sparsely-populated areas on weekdays were respectably full—and that sales pattern was anticipated in the operating budget. Ticket prices ranged from $35 to about $130 per segment depending on the one-way/overnight/distance/return options.

In addition to accommodating the paying passengers, the train was being utilized by the SP and representatives of Portland and the State of Oregon to promote their participation and exhibits at the World's Fair—the theme of the Fair is water, "The World of Rivers—Fresh Water as a Source of Life," and Portland is the only individual city, other than New Orleans itself, to be specifically represented. Billing itself as "America's Oasis," Portland is promoting its huge and protected Bull Run watershed as a basis for water-dependent industrial development, such as the high-tech manufacture of silicon wafers. Oregon agricultural products and wines were also among

THOMAS R. SCHULTZ

MILBRAE, CALIFORNIA, with its restored SP depot, recreated a classic image as 4449, running on the schedule of *Morning Daylight* No. 98, hit a legal 70 m.p.h. on May 11. McCormack worked the engine for the crowd as he came through the streets of Oakland's Jack London Square (left) on May 8. With the canteen absent, the 4449 traversed Soledad Canyon into L.A. (below). The obs shot is the "going away" view of our cover scene.

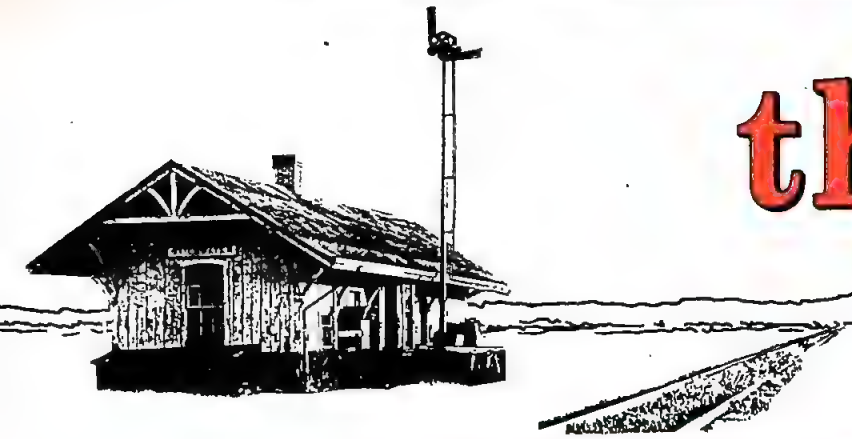
the products being promoted from the train with business and political receptions during the layovers—the Los Angeles Pops Orchestra and Los Angeles Ballet participated in an Oregon wine and seafood benefit reception for 700 during the layover in L.A., for instance.

With its mission to New Orleans completed upon its return to Portland on June 24, the obvious question about the 4449 and train is, "what will they do next?"

The only plans at present are to bring the engine and train together again in early 1986 for EXPO 86 in Vancouver, B.C., especially the "Steam Expo" in May and June which should feature almost two dozen live steam locomotives in attendance—picture the 4449, CN 6060 and British Columbia 2860 side-by-side! In the meantime, the 4449 will be stored in Portland, and the cars will be returned to their individual owners where they are all expected remain in their *Daylight* livery. A number of the cars are slated to return almost immediately to Los Angeles to be used by the SP for its participation in the Olympics activities.

The *Louisiana World's Fair Daylight* was the result of the remarkable focusing of interests and energies of a wide variety of people and institutions, all of whom recognized the tremendous positive impact such a train would have on the general public. It is to the great credit of the trip's organizers that the entire affair was carried off with such a sense of style.

COMING IN NOVEMBER ISSUE:
More photos and color coverage of the 1984 *Lousiana Daylight.*



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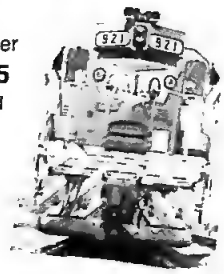
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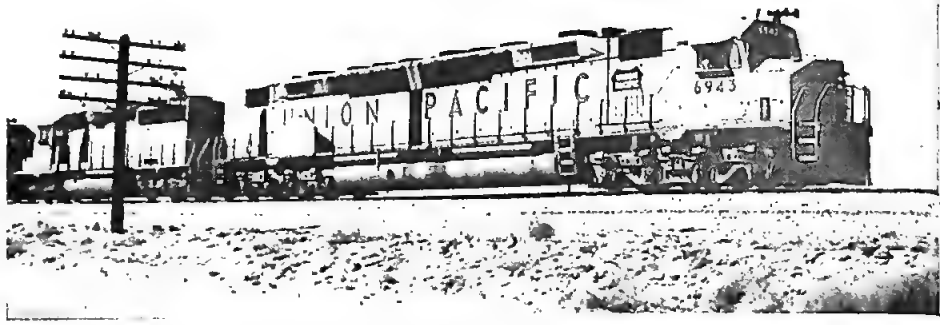

CENTENNIAL 6943 in the lead southbound along Cajon Boulevard was the day's reward for railfans getting in some diesel chasing during the layover in L.A. of the *Daylight*.

Centennials and the *Daylight*

As is probably obvious from the coverage of the 4449 on the *Louisiana Daylight*, I spent the first two weeks of May chasing that train from Portland to the other side of Los Angeles. It was twelve days of the most intense railfanning I've ever done, as we covered not only the *Daylight* but a whole lot of other things as well.

That "we" consisted of Air Force Captain John Sistrunk and his Mercury station wagon plus Milwaukee Roaders John Gieske and Dennis Dietz from Chicago and, for the first week, Mike Schafer, editor of *Passenger Train Journal*. It was a fine group for railfanning, and we really put on the miles.

Other than the *Daylight*, our prime target for this trip was the fleet of resurrected Union Pacific DDA40X "Centennials." Our first attempt was on the Western Pacific during the 4449's Monday layover in Sacramento, but there wasn't a 6900 on the railroad, and we had to content ourselves with D&RGW tunnel motors in Feather River Canyon on the new run-through trains between Geneva, Utah, and Sacramento.

With a WP line-up telling us there would be no Centennials for nearly 48 hours, we spent Tuesday afternoon (following the 4449's arrival in San Francisco) watching the SP commute parade in the vicinity of the Paul Avenue station, and it was a show I'd recommend to anyone—get those Harriman coaches while you can! The next day we tagged Roseville and Donner Summit and got ourselves into position on the WP east of Portola in late afternoon for our first Centennial, the trailing unit on the OMW, *Overland Mail West*. We got some reasonable shots of the 6914 behind SDs 3689 and 3351, but it was dark by the time they got to Keddie.

We spent a slightly frustrated night at Quincy, aware that a wreck on the SP near Dunsmuir was causing no less than three Amtrak *Coast Starlights* to be running a detour via the Inside Gateway, but all were clear of the canyon by daylight (had that happened a few days earlier, perhaps the *Daylight* would have had to detour via Feather River Canyon—a mind-boggling prospect). Keddie Wye was still in deep shadow when the 6916 rolled through on the WPV in the morning—trailing behind SDs 3081 and 3342 and C30-7 2426, though it yielded some fine photography further down the canyon.

Thursday's OMW was running much earlier than Wednesday's had, and she came over the Keddie Wye bridge in beautiful sunlight with the 6927 leading the 3256. This was the one we'd been the whole week looking for, and we expended a lot of film working our way down the canyon with it (see CAMERA BAG for some observations about exposure readings in the Feather River Canyon). We departed WP country well satisfied with our "catch" and went back to chasing the 4449 to Los Angeles.

I'm not saying we were anxious to get to Cajon, but we stayed in the Travelodge in Colton the next three nights instead of going into L.A. proper. "Slow Sunday" on Cajon yielded only 24 trains. *Only* 24 trains!?! A mishap above Daggett had the UP westbound parade running late, and while the

A CONSOLATION for the loss of the identity of the Western Pacific is the UP's use of DDA40X Centennials in Feather River Canyon. The 6927 crossed Keddie bridge on May 10, 1984.

JIM BOYD

morning was busy enough to be entertaining—though with only a couple of UP trains and no 6900s—in mid-afternoon all hell broke loose. The westbound and late *Desert Wind* showed up in the midst of a Santa Fe parade, and the SP even got busy.

Our first UP train had GP40X 9000 leading SD40-2 3587 and Centennial 6935, which we chased all the way down to Devore before returning north to catch the 6912 bracketed by a pair of U30Cs at Cajon. With again a trailing unit, we opted against further chasing of this UP job in favor of some heavy action that was developing on the SP. Thus, we were on a hill over by Sullivan's Curve when we spotted far over on the steep South Track the 6943 leading a pair of SD40-2s southward.

Our northbound SP freight which had just passed seemed to take forever to get clear of the crossing and let us out onto Route 138 for a quick run south on I-15 to Devore, where we overtook the UP job and got into position for a fantastic side-by-side pace for the next six miles down Cajon Boulevard. The afternoon light was perfect, and the 30-m.p.h. speed of the train permitted three run-bys from the ground interspersed with great parallel pacing. We each expended a full roll of film and still had time to just watch the 98-foot battleship of a locomotive gliding gracefully along. The UP had just done it again for us.

Just as the 6943 slid into San Berdoo, the eastbound *Desert Wind* came breezing out, and we headed back up Cajon Boulevard in pursuit, each cranking off another fresh roll of film on the side-by-side.

That was the last of the UP action for the trip, as we spent Monday visiting the *Daylight* in LAUPT and tagging Tehachapi in the afternoon as the weather deteriorated for the first time since we'd been in California. I saw just enough of Tehachapi to know I want to get back and spend a *lot* more time up there. Incidentally, the farm in the middle of the loop is now securely fenced off, and the owner will not grant permission to trespass (he's sympathetic, but he's simply had too much trouble with visitors). Thus, the classic views off the ends of the over-and-under tunnel are no longer available to the railfan photographer. There are lots of fine angles (see the cover inset shot, for example), still accessible, though.

After two trips to the L.A. area so far this year (a February 1984 Amtrak trip will be written up in an upcoming winter issue), my impression is that the "classic" locations such as Cajon and Tehachapi Loop are still worthy of their fame and are excellent places to catch a lot of action. SP's West Colton Yard, especially as viewed from the Pepper Avenue bridge within sight of the balloon track, seemed to always have something going on, and the diamonds where Colton Tower used to be is a particularly hot spot for SP, UP and Santa Fe action. With the pending megamergers, all I can say is, "Now's the time!"

The R&LHS Awards

The Railway & Locomotive Historical Society presented its third annual Railroad History Awards at its national convention in Washington, D.C., on May 5, 1984. Created in 1982, the previous awards were covered in the September 1982 and September 1983 MARKERS columns. Four awards were presented this year, with the categories being Senior Achievement, Photography, Book and Article. Recipients of the first three were in attendance at the R&LHS banquet at the Georgetown Hotel in Washington, while the Article Award was presented the following night in Sacramento, California.

The Senior Achievement Award was presented to William D. Middleton of Charlottesville, Va., who has been publishing articles on railroad subjects since 1950 and photos since 1949. Best known for his work documenting interurbans, Middleton has produced over 350 magazine articles, eight books and thousands of photographs. Middleton's photography and writings are recognized as among the finest in the field.

The Photography Award is a new one, introduced this year, and its first recipient should be no stranger to any railfan: Richard H. Kindig. He began photographing trains in 1933 and has since made over 12,000 pictures, first with a 116 Kodak and thereafter with a Graflex using "postcard" negatives. His coverage of the C&S/South Park narrow gauge is particularly significant, although he is equally well known for his general coverage of Rocky Mountain railroading—and he's still at it!

The Book Award—for books published between 1981 and 1983—went to Stuart Leuthner for *The Railroaders*, selected for its pioneering use of oral histories to paint a

RAILROAD HISTORY AWARD recipients (l to r) Bill Middleton (Senior Achievement), Dick Kindig (Photography) and Stuart Leuthner (Book) posed at the R&LHS banquet in Washington, D.C.

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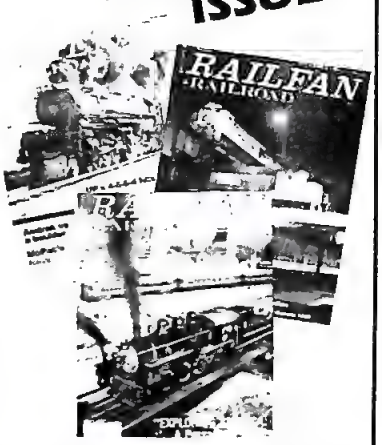

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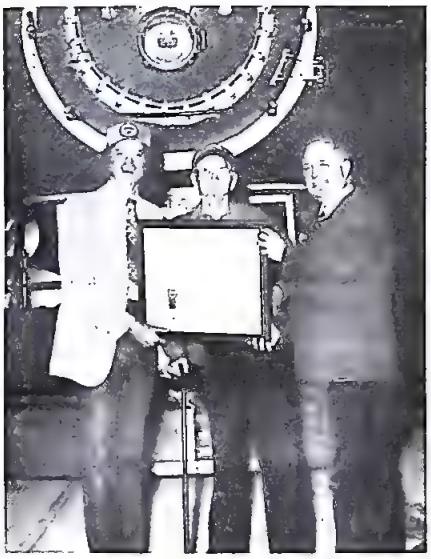
comprehensive picture of working life on the railroad. The book's superb design and fine editing contributed to a handsome, entertaining and significant work.

The nominees in the Book category were: James H. Drucker's *Men of the Steel Rails: Workers on the AT&SF 1869-1900;* Guy Dunscomb and Fred Stindt for their *Western Pacific Steam Locomotives, Passenger Trains and Cars;* Jared V. Harper's *Santa Fe's Raton Pass;* Robert C. Jones' *Central Vermont, Vols. 3-6;* Edmund Keilty's *Doodlebug Country;* John F. Kirkland's *Dawn of the Diesel Age;* Walter Licht's *Working for the Railroad;* Richard Loveman and Mel Patrick's *Never on Wednesday;* Johnnie J. Myers' *Texas Electric Railway;* Stephen Salsbury's *No Way to Run a Railroad: The Untold Story of the Penn Central Crisis;* John R. Stilgoe's *Metropolitan Corridor: Railroads and the American Scene;* and John H. White's *A Short History of American Locomotive Builders in the Steam Era.*

Because he was unable to attend the banquet in Washington, D.C., the Article Award presentation was made to Ted Benson in Sacramento, Cal., on May 6, for his September-October 1983 *Trains* Magazine series "On-Time Tyner and the Valley Boys." As a member of the Awards Panel, yours truly made the presentation to Ted in front of *Daylight* 4449 at the California State Railroad Museum; accompanying Ted was none other than Ed Tyner, the SP engineer who was the subject of the winning article. As with the Book Award, this article was a wonderfully-told example of oral history at its best, bringing alive the human and technical aspects of steam-era railroading. (Benson's actual award, carefully shipped to his wife for safekeeping shortly before the presentation, was locked up in the Federal Express office at the time of the presentation, because the delivery truck happened to arrive on Friday while she was away from home. Dick Steinheimer graciously used his own 1983 Senior Achievement Award as a stand-in for Benson's unavailable original at the Sacramento presentation.)

The nominees in the Article category were: John H. Armstrong's "The Remarkable Three-Piece Freight-Car Truck," July-

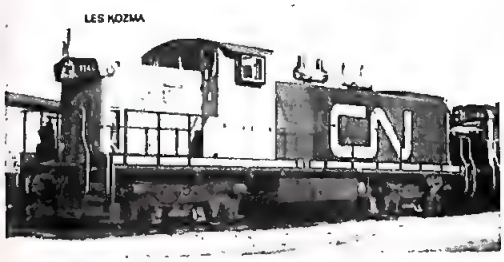


IN SACRAMENTO on May 6, R&LHS panel member Jim Boyd (r) presents the Article Award for 1984 to Ted Benson (l) for his *Trains* feature about SP engineer Ed Tyner (center).

August 1983 *Trains;* Ian R. Bartky's "The Invention of Railroad Time," Spring 1983 *Railroad History;* Phil Borleske's "Last Days of Great Western Passenger Trains," October 1983 *Passenger Train Journal;* Robert L. Frey's "The Yellowstone Story," March-April 1982 *Trains;* H. Roger Grant's "The Railroad Station Agent in Small-Town Iowa," May/June 1983 *The Palimpsest* (State Hist. Soc. of Iowa); George W. Hilton's "The Grand Narrow Gauge Trunk," Spring 1983 *Railroad History;* David P. Morgan, Paul S. Schneidner, J. David Ingles and Anthony Haswell for "Sic Transit Gloria," the entire March 1983 issue of *Trains;* Bert Pennypacker's "The Grandest Railway Terminal in America," December 1983 *Trains;* Lloyd Rinehart and Jim Boyd for "The Tip-Up," July and September 1983 RAILFAN & RAILROAD; and Lloyd E. Stagner's "The Last Days of Class 1 Steam," *NRHS Bulletin,* 1982.

Next year's awards will be made at the R&LHS national convention to be held in El Paso, Texas.

LES KOZMA



RETRUCKED and renumbered, CNR GMD1 1140 was at Clover Bar, Alberta, Feb. 18, 1984.

Retrucking GMD1s

Les Kozma, co-author of the piece on the Canadian GMD1 locomotives in the May 1984 issue, sends along this update on the CN program of changing the trucks on certain of its GMD1s. Fifteen of the 1000-series units are scheduled for or have already received conversion from A1A-A1A to B-B at

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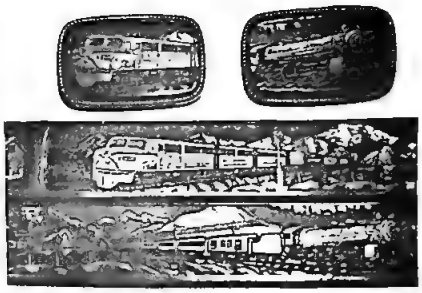

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- **THE MEN WHO STYLED THE STREAMLINERS:** From the late 1930s to the mid-1950s, it was the Styling Section at EMD in La Grange that created most of the paint schemes that gave diesel-era railroading its character.
- **BURLINGTON NORTHERNS:** The 4-8-4s of the Chicago, Burlington & Quincy, that is. Jim Shaughnessy took his camera into granger country to capture the 05s at speed.
- **THE *LOUSIANA DAYLIGHT:*** We'll continue on our photo coverage with more color and black & white of *the* excursion of 1984.

NOVEMBER 1984 ISSUE ON SALE SEPTEMBER 18.

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SHOWS & SALES

NOVEMBER 18th, 1984 Erie PA. Railroadiana and Model Train Show Rainbow Gardens Waidameer Park admission $2.50 adults, senior citizens and students $2.00. Dealer tables 14 feet $20.00, two or more $15.00 each, eight feet $10.00. Hours 10-4. Send LSSAE to: Carl Amidon, 10118 Hall Ave., Lake City, PA 16423. Phone 814/774-3570. 984

SATURDAY, AUGUST 4, 1984, Atlanta, Georgia, Southeastern Railroadiana Collector's Seventh Annual Railroadiana/Model Train sale and trade show, Lanier Plaza Hotel and Conference Center, I-85 at Monroe Drive, 9am to 4pm. Admission $2.00, tables $15.00. Information LSSAE to: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327. 984

GREENBERG'S GREAT TRAIN, Dollhouse Miniature & Toy Shows. Nov. 3-4: Sheraton Hotel & Convention Center, Capital Beltway Exit 20B, New Carrollton, MD; November 24-25: The Pittsburgh Expo Mart, Monroeville, PA; November 24-25 Colonie Hill, Hauppauge, Long Island, NY; December 1-2: Philadelphia Civic Center, our largest show!; December 8-9: Maryland State Fairgrounds, Timonium. Adm. $4.00 per day, under 12 free w/adult. 11-5 daily. Large operating layouts, railfan movies, clinics, dollhouse displays & much more. Buy-Sell-Trade: trains-all gauges, railroadiana, miniatures, etc. in our huge marketplace. Dealer information: Sharon Armacost, 301-239-456; sales space $35/show. General information Greenberg Publishing, Sykesville, MD 21784 301-795-7447. 1184

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MOVIES OF THE NYS&W. L&NE, L&HR and WB&E. 8mm, super 8mm, 16mm. Will buy or request permission to duplicate professionally. Must be pre-1963. Harold H. Carstens, P.O. Box 700, Newton, NJ 07860. TF

WANTED: One caboose in moveable and interchange condition. State condition, price, type and picture if available in first letter. E.R. Sammler, 523 Walnut Ave., Laurel Springs, NJ 08021. 984

INVENTIONS, ideas, technology wanted! Industry presentation/national exposition. 1-800-526-6050 X 831. 1184

WANTED - NEGATIVES, movies, anything on Scranton Railway Co., or Scranton Transit. Charles Wrobleski, Box 663, Scranton, PA 18501. 984

WANTED: Date Nails. Railroad or pole. U.S. or foreign. Will buy each or accumulations any size. Keith Austin, 3116 Risner, Las Cruces, NM 88001. 984

WANTED: Any times and paperware, employee newsletters etc. from the Northern Alberta Railways 1929-1981. Lon Marsh, 8731-67 Ave., Edmonton, Alberta, Canada T6E 0M9. 984

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Winnipeg's Transcona Shops, using Flexicoil trucks from retired GP7s. After conversion, the 1000s are renumbered into the 1100s.

As of April 1984, five converted units are based at Edmonton, the 1101, 1117, 1123, 1124 and 1140. They are used singly in yard service or in pairs on transfer runs between Edmonton and Clover Bar yards, a distance of six miles. Other units converted so far include: 1118, 1120, 1133, 1141, 1143, 1149 and 1159.

Additionally, Tom Higgins advises that the 1900-1903 still have their steam generators and are used on the CN commuter run out of Montreal to the Eastern Townships and have been seen on Montreal-Ottawa trains. He caught the 1901 and 1902 filling in for LRCs on Train 30 on December 10, 1983. He also reports that as of January 15, 1984, the 1063 was still in the old CN green and gold colors.

Tom says that CN engineer Graham Wood reports that the GMD1s tend to congregate at North Regina, Saskatoon, Prince Rupert, Thunder Bay and Calder Yard in Edmonton. He says they seem to run best in three-unit sets.

The price hike

You will notice with this issue we've had to up our cover price to $2.00 per issue. Even with the inflation of recent years cooling off, it was a necessary adjustment. However, you can still save on the cost of your magazine, as for at least this issue we're continuing subscription rates at the old level. See the coupon ad at left for details.

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KODACHROME REID McNAUGHT

LIKE A SOUTHERN PACIFIC publicity photo of the 1940s, the *1984 Louisiana World's Fair Daylight* rolls across Lake Shasta at Lakehead, Cal., on May 6, the second day of her voyage from Portland, Ore., to New Orleans, La., and return—a 7,171-mile passenger-carrying excursion. That's Mt. Shasta in the upper right. GS4 4449 is pulling a canteen made from a cab-forward tender and a 13-car train, all painted in DuPont Imron to recreate "The Most Beautiful Train in the World." Who could argue?

THE CALIFORNIA STATE Railroad Museum welcomed the *Louisiana Daylight* with festivities and a night photo session conducted by R&R Editor Jim Boyd on May 6. Live to greet the 4449 were SP 0-6-0 1269 from the Pacific Locomotive Association (a resident at Sacramento since Railfair in 1981) and the Museum's SP E9 6051—with a new nose herald crafted by the Museum's Kevin Bunker. Over 100 fans were on hand for this scene and one of all three engines, which we'll run in the next issue.

KODACHROME JIM BOYD

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